

SEPTEMBER 5, 1952

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

1/6

EVERY FRIDAY

Vol. 5 No. 10



## IN THIS ISSUE

THE 750 CLUB'S SIX HOUR RELAY RACE AT SILVERSTONE : SHELSLEY WALSH INTERNATIONAL HILL-CLIMB : THE R.A.C. TRIALS CAR FORMULA : REMARKABLE SPEED OF COOPER "500" IN GERMAN RACE : GARDNER'S M.G. RECORDS



**LT.-COL. 'GOLDIE' GARDNER**

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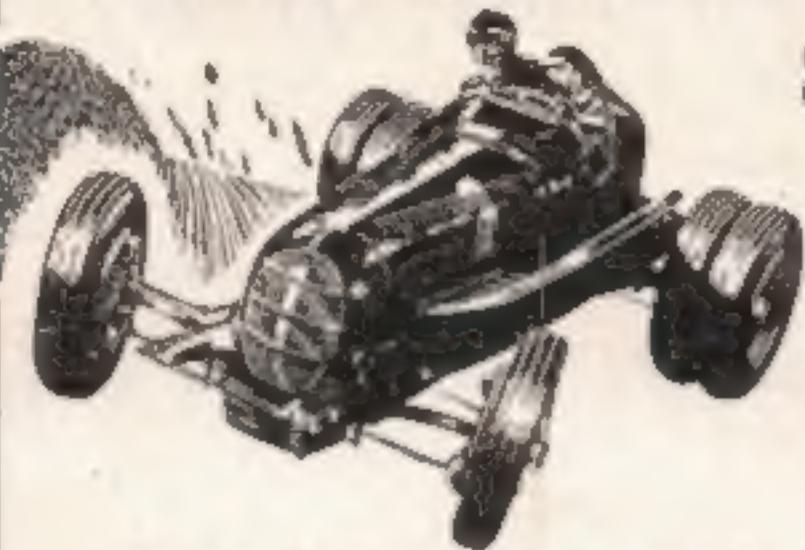
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**THE 9-HOUR**  
**SPORTS CAR RACE**  
 AT  
**GOODWOOD**  
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**THE 'MONKEY' STABLE'S**  
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# AUTOSPORT

# BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 5 No. 10 September 5, 1952

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## NOTES

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## EDITORIAL

DETAILS of the new R.A.C. Trials Car Formula are published in this issue. The regulations are definitely aimed at excluding the more extreme types of "special", whilst still encouraging builders to exercise their skill in the production of competition vehicles. The R.A.C. also hopes to encourage participation in events by the owners of more normal road-machines.

It will be noted that, whilst all vehicles taking part in the 1953 R.A.C. Trials Championship and its qualifying events *must* comply with the new formula, and that clubs are recommended to adopt it as from 1st January, 1953, the new regulations are by no means obligatory. Clubs are given the alternative of specifying "R.A.C. Regulations for Vehicles Taking Part in Trials and Rallies", which was introduced in July, 1949.

Now several courses are open to the builders of existing "specials" which do not meet the new requirement: (a) They can modify their machines, which may be a costly undertaking. (b) They can abstain from taking part in the Championship trials series, which would almost certainly exclude them from participation in the B.T.D.A. Gold Star Competition. (c) They can concentrate on the "Autocross" type of event which will doubtless be introduced in the near future.

It is known that many regular trials competitors were strongly opposed to any changes in trials regulations, and it may be that the objectors themselves will now give up trials altogether, rather than acquire or construct vehicles complying with the new formula. The R.A.C. itself would not oppose the idea of "Autocross", provided that full safety measures were taken to protect both entrants and spectators alike, and it is quite possible that the builders of the more extreme type of competition car will form the backbone of an entirely new winter motoring sport.

Everyone interested in club events will watch the R.A.C.'s experiment carefully. If it leads to increased participation in trials by ordinary club members, then it will be fully justified.

**CONGRATULATIONS** once more to Lieut.-Col. Goldie Gardner. His wonderful streamlined M.G. has again brought considerable prestige to British automobile engineering by its capture of many records at Bonneville. The weather and the course itself were anything but ideal for the attempts, but the "Croydon Flyer" was not discouraged, and kept on till he had satisfied himself that the results obtained were more than satisfactory. A speed of over 200 m.p.h. with a push-rod-operated, 1½-litre, four-cylinder engine is a truly remarkable achievement, particularly when one realizes that the unit is substantially the same as that used on the production models.

**-OUR COVER PICTURE-**

**HAND-OVER:** James Tilling (1½-litre) of the winning Singer team takes over from D. Eyre (Le Mans Replica) during the 750 Club's immensely popular Six Hours Relay Race at Silverstone, last Saturday. Keith MacDowall makes certain that Tilling has the sash, N. Attree checks over tyres, whilst team-manager R. G. Ince supervises operations.

## PIT & PADDOCK

WHAT have Reg Parnell and Stirling Moss got that Mike Hawthorn hasn't?—Their pictures on the backs of buses!

\* \* \* \* \*

KEN WHARTON's Shelsley victory makes him certain winner of the 1952 R.A.C. Hill-Climb Championship—for the second successive year.

\* \* \* \* \*

TURBULENT head? — "The car rushed on through the night like a well-oiled dream. . . ." (Extract from a novel.)

\* \* \* \* \*

EDMUND ECOSSE will probably be represented in the Spanish Grand Prix at Barcelona on 26th October.

\* \* \* \* \*

NIGEL MANN and Mort Morris-Goodall are off on 9th September on the big "Tour de France" event with the former's DB2 Aston Martin, which he entered last year.

\* \* \* \* \*

BETTY HAIG (Healey Silverstone) was runner-up in the 2,001-3,000 c.c. class in last Sunday's Maloja Hill-Climb. K. Brook (Healey) was third. Best time of the day was put up by Von Tscherner (Ferrari) with 9 mins. 13 secs.

\* \* \* \* \*

IT can now be revealed that the author of the phrase "Haggis-Bashers Grand Prix", used in connection with Turnberry, was a noted Cooper-M.G. driver who wears glasses and a big moustache!

### OUR GREEN COVER

THIS issue marks the sixth number of "Autosport" to have a cover printed in British Racing Green. It is a tribute to Lieut.-Col. Goldie Gardner for his record-breaking exploits with his M.G. at Bonneville, and to John Cooper, driver-manufacturer, who won the International Formula 3 race at Grenzlandring, Germany, at the remarkable speed, for a 500 c.c. machine, of 102.64 m.p.h. for nearly 70 miles. He was using his special streamlined car with which he and Bill Aston broke records at Montlhéry last year.

\*  
CAN'T KEEP AWAY! Alec Hounslow and Johnny Crook of M.G. "Development"—present at the 750 Club's Six Hours Relay Race to keep a watching brief on M.G.C.C. interests.

ANDREW LEITCH, pre-war Bugatti exponent now resident in Argentina, plans to make a come-back. Is considering a season of *Formule Libre* events in this country next year.

\* \* \* \* \*

KAY PETRE has been appointed an adviser on styling and colour schemes to the Austin Motor Co. Ltd.

\* \* \* \* \*

FORMULA 3 race held at the Noris-Ring near Nürnberg, Germany, recently was won by Manfred



Herbster with his BMW-engined M.H. Second was Adolf Lang (Cooper-J.A.P.), and third came Helmut Deutz (Scampolo). Both these drivers have competed in British events this year, the former at Goodwood, the latter at Brands Hatch.

\* \* \* \* \*

GORDINI driver Robert Manzon, involved in a car accident last Sunday, suffered injuries which may prevent him from competing at Monza, Modena, Roubaix, and other races yet to come.

## XXIII GRAN PREMIO D'ITALIA

Connaught, Cooper-Bristol and H.W.M. Entries—  
Ferraris Favourites for Monza Race

AT Monza on Sunday takes place the 23rd Italian Grand Prix, which, on paper, looks a sure thing for the formidable Ferraris, of which at least one car may be an entirely new machine. Scuderia Ferrari will be represented by Ascari, Farina and Villoresi, whilst there may also be additional runners in the shape of Taruffi, Stuck and Simon. Rosier and Fischer are also Ferrari entries.

Amedée Gordini has his full team of 2-litre "sixes", nominating Behra, Manzon and Trintignant to drive, with Claes probably handling a fourth car. Bira appears to have left the Gordini set-up, but Robert Manzon is unlikely to drive after his accident.

Brazilians Landi and Bianco, and Uruguayan Cantoni form the Escuderia Bandeirantes team of 6-cylinder Maseratis. Bayol will drive the new 6-cylinder Osca, the performance of which will be watched with interest.

From Great Britain comes the H.W.M. team, comprising Lance Macklin, Peter Collins and one other driver.

Stirling Moss, Dennis Poore and Baron de Graffenreid are down to drive 2-litre Connaughts, whilst Mike Hawthorn, Alan Brown, Eric Brandon and Ken Wharton have Cooper-Bristols. This is the strongest British representation in any Italian Grand Prix. The Grand Prix will be preceded by the IV Coppa Inter Europa sports-car race. Scuderia Ambrosiana has entered the latest 8V Fiat (O. Capelli), whilst C. Medici is down to drive the new "super" 1,900 Alfa Romeo. Another interesting car is Comirata's 1½-litre Siata, whilst there are many Ferrari, Fiat, Fiat-Stanguellini, Lancia and Osca entries.

A full report of the Monza races will be published in next week's issue of AUTOSPORT.

# SPORTS-NEWS

## INTERNATIONAL GOODWOOD MEETING

THE B.A.R.C. have issued supplementary regulations for the Goodwood International Race Meeting, which will take place on 27th September. There will be events for sports- and racing-cars, the programme comprising the Madgwick Cup scratch race over seven laps, for Formula 2 cars; the Woodcote Cup scratch race over five laps for *Formule Libre* racing-cars; the *Daily Graphic* Trophy scratch race over 15 laps, also *Formule Libre*; a 500 c.c. scratch race over five laps; a sports-car scratch race over five laps for 1,501 c.c.-3,500 c.c. unsupercharged sports-cars, and the September handicap over five laps, for racing-cars of over 500 c.c. and unblown sports-cars between 1,500 and 3,500 c.c.

The meeting will begin at 2 p.m. Entry closing date is next Monday, 8th September.

## THE THIRD "DAILY EXPRESS" RALLY

ON 12th/15th November the *Daily Express* - sponsored National Motor Rally will be run for the third successive year, organized by the M.C.C. The same eight starting points as before—Plymouth, Norwich, London, Manchester, Bristol, Glasgow, Cardiff and Kenilworth—will be used, but different routes from last year have been plotted



CHAMPION'S CHOICE: Alberto Ascari and Giuseppe Farina outside the Belgian Jaguar distributors' showrooms in Brussels, as the former takes delivery of a new Mark VII saloon.

from each. This time all routes will converge on Penrith, and from there all competitors will follow the same route to the finish at Brighton.

Tests of a straightforward nature will be held during the road section as well as at the finish. The Rally winds up with the Concours d'Elegance at Brighton. Total road distance is approximately 1,200 miles.

Entry closing date is 27th September, but should the list be over-subscribed before that date the promoters reserve the right to close the entry list earlier. Entry forms and full details can be obtained from the General Secretary, M.C.C., J. A. Masters, 76 Kinnerton Street, Knightsbridge, London, S.W.1.

## THE T.T. CANCELLATION

AN R.A.C. bulletin on the cancellation of the 1952 Tourist Trophy race at Dundrod states that, although a number of entries of high quality had been received, the International element so essential for a race of the standing of the Tourist Trophy was largely lacking. Furthermore, the number of entries actually received or promised was deemed to fall short of the minimum required to stage a successful race of six hours' duration, as planned for the 1952 event.

The R.A.C. much regret that the Ulster Automobile Club have reluctantly had to take this decision, and only after careful consideration of all the circumstances and matters of policy involved was it decided to suspend the T.T. Race for 1952.

In announcing that the race will not take place this year, the R.A.C. greatly appreciates the splendid spirit displayed by the West Essex Car Club in coming forward at short notice with an offer to stage the Tourist Trophy race upon its circuit at Boreham, consequent upon the decision of the U.A.C. not to proceed with the promotion of the race this year.



ON THE RIVIERA: F. Wyndham Hewitt's Mille Miglia Frazer-Nash seen at Val d'Esquires, where it won the recent Concours d'Elegance. The same car gained premier award in a much tougher contest, the Aix-en-Provence Rally, in May.

FASTEST lap in the G.P. de La Baule was put up by Luigi Villoresi (Ferrari) in 2 mins. 1.1 secs., an average speed of 79.10 m.p.h. Ascari clocked 2 mins. 1.5 secs., and Behra (Gordini) was third fastest in 2 mins. 5 secs.

## CAN YOU TAKE A SPEED PICTURE?

"Autosport" Photographic Competition—  
Cash Prizes for Prescott Spectators

SPECTATORS at the Bugatti O.C.'s International Hill-climb on 14th September, will be given the chance to win cash prizes with their cameras.

This competition is open only to persons who have not been issued with a Press pass, given an official job to do in connection with the organization, nor received any special facilities which would permit them to take photographs from any spot other than the spectators' enclosures.

For what the judges consider to be the best photograph submitted of a competitor's car ascending Prescott, the proprietors of AUTOSPORT offer a prize of £5 5s. For the second-best photograph submitted, a prize of £2 2s. will be awarded.

All photographs submitted must have been taken at the 14th September meeting. Negatives must not be sent, and it is preferable that prints no smaller than 7 ins. x 5 ins., and finished on glossy paper, should be submitted.

Any prints used, in addition to the prize-winning photographs, will be

paid for at our usual rates. No prints will be returned unless accompanied by a stamped, addressed envelope.

Closing date for the competition will be Friday, 19th September, and the winning entries will be published in the issue dated 26th September. There is no entry fee, but prints submitted must be accompanied by the entry coupon which will be found on page 316.

No correspondence may be entered into in connection with this competition, and entrants must be bound to accept the decision of the Editor of AUTOSPORT, and the judges, as final.

## CHANNEL AIR FERRY CHARGES CUT

SILVER CITY AIRWAYS have announced sweeping reductions in the charges for their cross-Channel Air Ferry services. New winter rates, operating from 15th September, show cuts of up to 50 per cent., according to the type of vehicle to be transported. On the Lympne-Le Touquet route, the cost of flying a Morris Minor, formerly £16, will now be £8, and for a Vanguard, formerly £20, the charge will be £12. Motor-cycle fares on this route are cut from £4 to £2 10s., and cycles from £1 to 10s.

Proportional cuts apply also to the Southampton-Cherbourg route, and passenger fares are also cut considerably.

## TOMORROW—THE BRIGHTON SPEED TRIALS

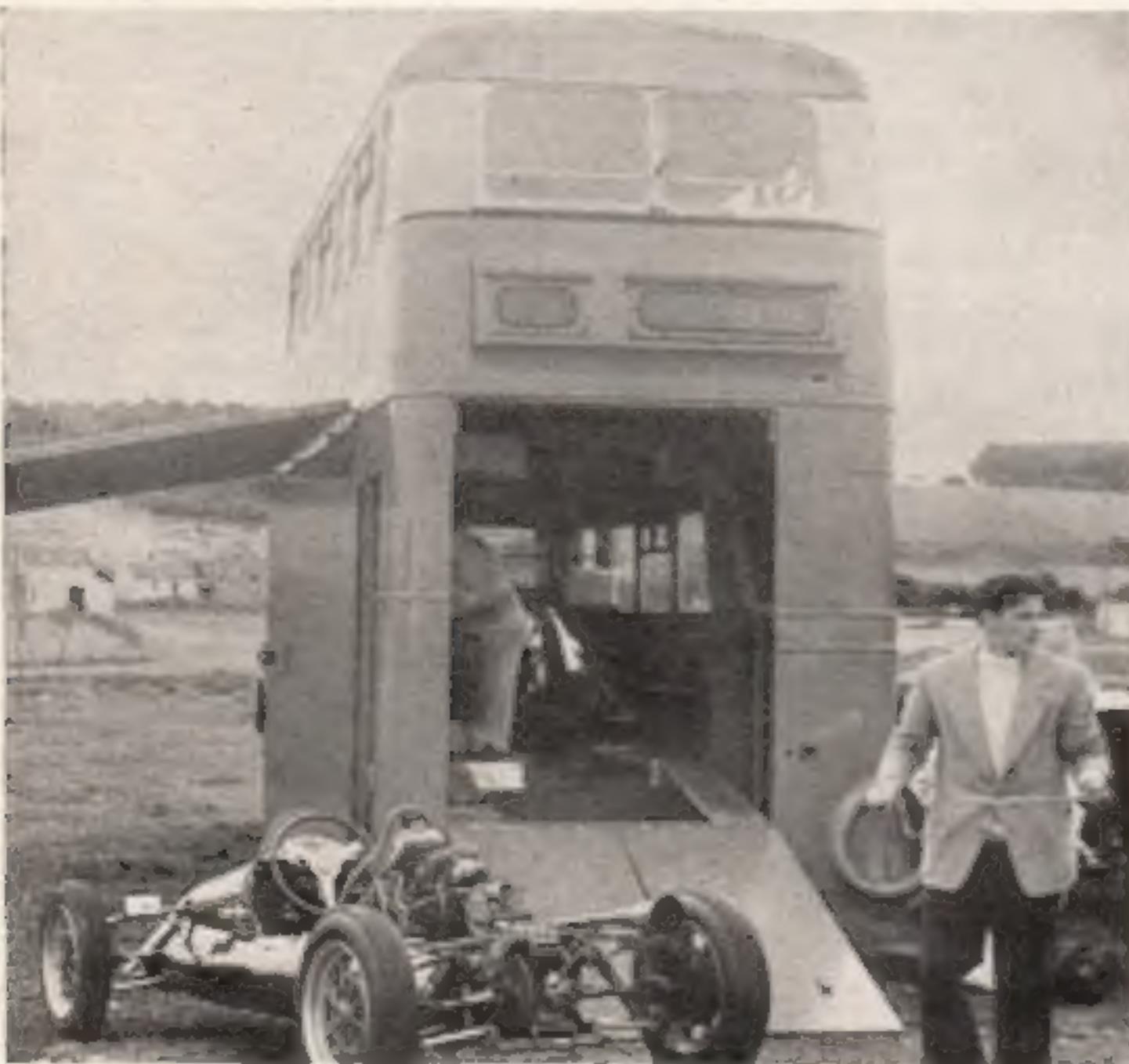
Once again the Brighton and Hove M.C. have received a large and excellent entry for their classic Speed Trials along the Madeira drive, which take place tomorrow, 6th September, beginning at 10 a.m. Prominent amongst the 172 entries are Ted Lloyd-Jones with "Le Monstre" Triangle Flying Saucer, whose 21-litre Rolls-Royce Kestrel engine should propel it along the flying kilo-

metre at quite a pace, those ardent Bugattiisti Peter Stubberfield and A. S. Raven, Bertie Bradnack with his 1,100 c.c. Cooper, and Gordon Parker with his new, twin-blown Jaguar; Archie Butterworth is due to make his return to competition work, not with the A.J.B. yet, but in a 4½-litre Bentley. Guy Gale drives his Darracq, Frank Norris his well-known Alta sprint special, J. Goodhew the classic *monoposto* Alfa, and Jerseyman Frank le Gallais has entered the L.G.S. with rear-mounted Jaguar XK 120 engine in which he made second B.T.D. to Wharton at Bouley Bay.

Georges Trouis of France has entered both a Panhard and a Renault, and another contender for the International Trophy, offered for best performance by a foreign competitor may be Georges de Kando with a Siata. The 500 c.c. class has drawn 16 entries, including J. Coombs (Cooper), A. Moore (J.B.S.) and I. Bueb's Iota. Alan Rippon is driving a 1,167 c.c. Cooper in the Formula 2 class, and John Cooper is entered in the *Formule Libre* category with a supercharged 1,980 c.c. Cooper.

The Ladies' Class is well supported, with Mrs. Ruddock (Lester-M.G.), Mrs. J. Coombs (Cooper), Miss Barbara Marshall (M.G. Magnette), Miss Betty Haig (Healey Silverstone), Mrs. R. Sarginson (XK 120 Jaguar) and Mrs. Betty Stapleton (Aston Martin) amongst those down to do battle. "The Voice of them all", Peter Kavanagh, will be driving a Lagonda, and a considerable two-wheeler attraction will be Noel Pope with his newest mile-burner, the 998 c.c. Comerford-Pope Special.

The course record stands at 23.86 secs., held by Raymond Mays in his 2-litre E.R.A.



PLENTY OF ROOM—In this ex-Glasgow Corporation bus, used by Ninian Sanderson and Alex McGlashan to transport their Cooper 500s. Ninian is here about to check the wheelnuts, at Turnberry.

# CENTURY-MAKING COOPER

Streamlined Car Wins German Formula 3 Event at 102.64 m.p.h. Veritas Wins Formula 2 at 128.5 m.p.h.

DRIVING the record-breaking, streamlined Cooper, John Cooper won last Sunday's Formula 3 race at Grenzlandring at the remarkable average speed of 102.64 m.p.h. for the 67 miles distance. He thus becomes the first British driver of a British car to win a post-war race at over 100 m.p.h.

This was the fastest Formula 3 race ever run. For this event Cooper had fitted a twin-o.h.c. Norton in place of the J.A.P. twin used in the car for last year's Montlhéry records.

The low, green machine was many m.p.h. faster on this high-speed circuit than the more normal 500s. Eric Brandon (Cooper-Norton), and Stirling Moss (Cooper-Norton) struggled valiantly to keep up with the streamlined car, but could not hope to touch it for maximum speed. Time and time again did Cooper break the existing Formula 3 lap record, and finally returned the almost unbelievable speed of 106.62 m.p.h. for one circuit of the Ring.

He won by over two minutes from Brandon, with Moss in third place. Paul Swaelens (Cooper-J.A.P.) got out of control, and crashed badly.

**DRIVER - MANUFACTURER** John Cooper registered the fastest speed by a British driver in a post-war motor-race, in winning the *Grenzlandring* Formula 3 event.

The Belgian received minor injuries, and a spectator was also hurt. In the Formula 2 race, the Mercedes team driver Niedermayer (Veritas) was involved in a shocking accident when his car dived into the crowd. It is reported that 13 spectators lost their lives, and many were injured, five critically.

ALAN Brown (Cooper-Norton) did fastest lap on the first day of practice at over 102 m.p.h., but in the second practice session, John Cooper fitted the "spats" to the streamlined car, and put in a lap at over 106 m.p.h.

On race day, a large crowd of British servicemen were present, and many R.A.F. and Army folk volunteered their services to the British drivers.

John Cooper realized that his car, some 3 cwt. heavier than the normal Coopers, might be slowish off the line. When the flag fell, he was a trifle sluggish, and moved away in about fifth place. However, before the end of the first straight, he shot past a white German-driven DB, and Weeke's fast Norton-powered WR51.

Coming into the bend he rapidly over-hauled Brown, Eric Brandon and Stirling Moss—all Cooper-Nortons. Moss waved the streamlined car on, and, as far as this trio was concerned, it was the last they saw of the dark green machine. At the end of the first lap Cooper was over 9 secs. ahead. Brown packed up and Brandon and Moss had a stirring struggle for second place, the honours going to Eric by less than one-fifth second. Weeko's WR51 was not all that far behind in fourth place.

Brown and Brandon (Cooper-Bristols) led the Formula 2 race for the first lap but were caught by the Veritas "streamliners". Brandon fell back, Brown slipstreamed Ulmen's ultra-fast coupé, travelling at nearly 150 m.p.h. on the straights and lapping at around 130 m.p.h., till the Cooper broke a fan-belt. Ulmen won at the remarkable average speed of 128.5 m.p.h.

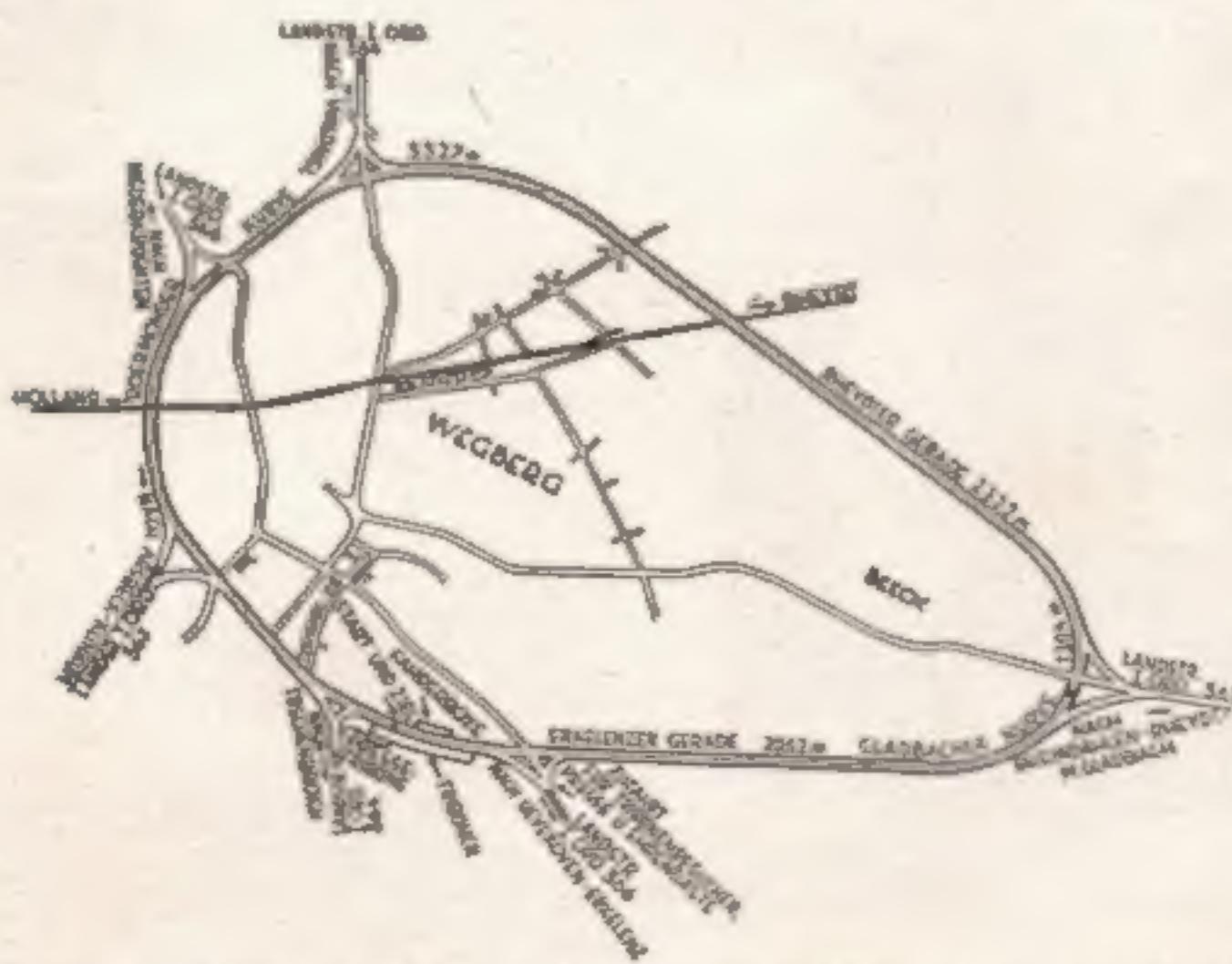
For once the Porsches had to play a very secondary role in a sports-car race. H. Hartmann's streamlined Borgward won the 1½-litre event at 121.48 m.p.h., by just over 2 secs. from Paul Pietzsch's Veritas. Streubbe's Russian-built DAMW (BMW origin) was third.

## RESULTS

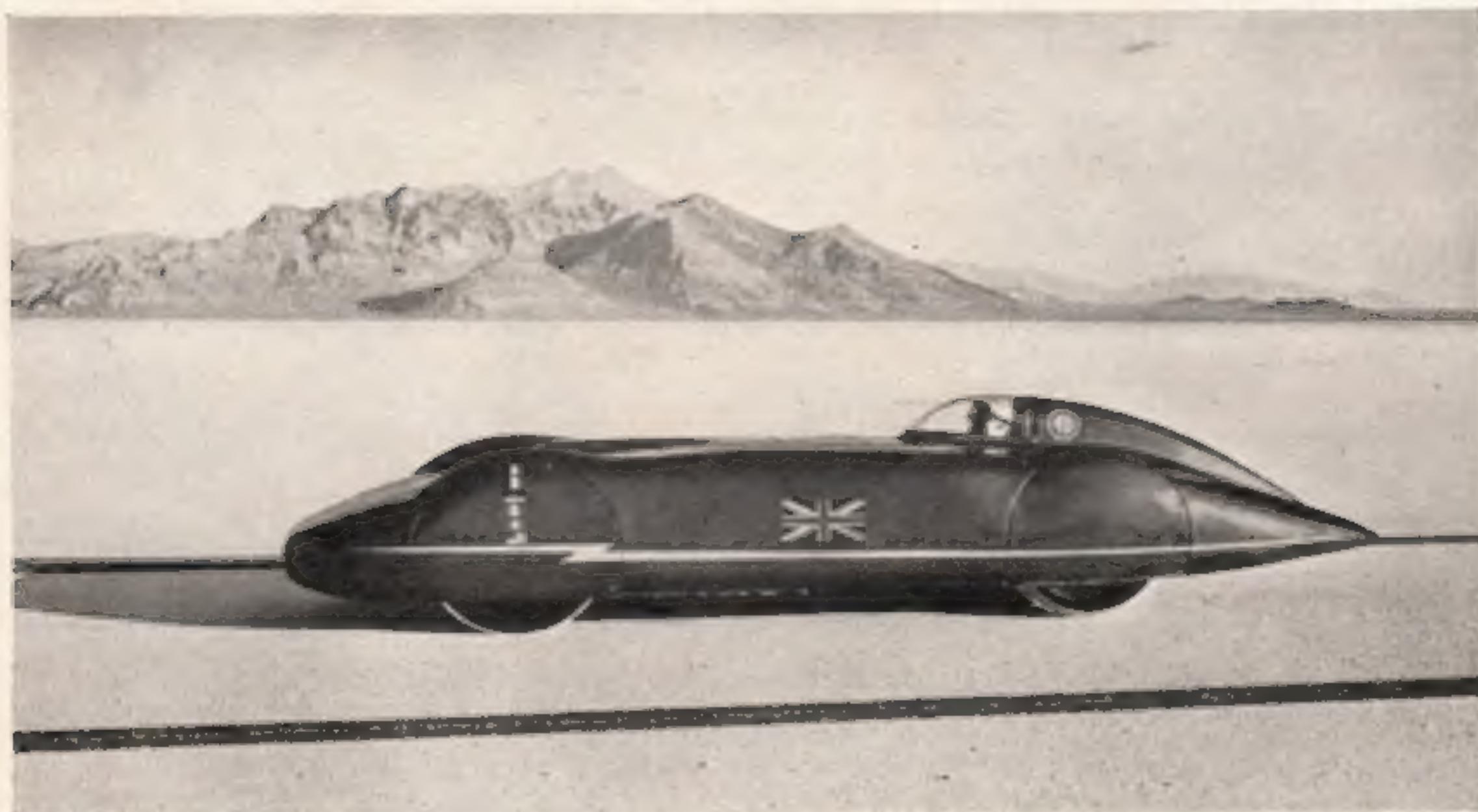
**Formula 3 (67½ miles):** 1, J. Cooper (Cooper-Norton), 39 mins. 12.8. secs., 102.64 m.p.h.; 2, E. Brandon (Cooper-Norton), 41 mins. 20.4 secs.; 3, S. Moss (Cooper-Norton), 41 mins. 20.5 secs.; 4, Weekes (WR51-Norton), 41 mins. 32.2 secs. **Fastest lap:** Cooper, 171.6 k.p.h., 106.62 m.p.h.).

**Formula 3 (67½ miles):** 1. T. Ulmen (Veritas), 31 mins. 22.1 secs., 128.5 m.p.h.; 2. K. Klenk (Veritas), 31 mins. 40 secs.; 3. H. Peters (Veritas); 4. F. Ricca (Veritas); 5. P. Pietzsch (Veritas).

1,500 c.c. Sports-cars (55.95 miles): 1. H. Hartmann (Borgward), 27 mins. 49 secs., 121.48 m.p.h.; 2. P. Pietsch (Veritas), 27 mins. 57.1 secs.; 3. Stroubbe (DAMW).



*The very fast Grenzlandring circuit measures 5.7 miles, and puts a premium on very high maximum speeds.*



## GARDNER'S M.G. RECORDS

**Supercharged TD-engined Car Achieves Over 202 m.p.h. for the Flying Kilometre at Bonneville**

As reported in last week's issue, Goldie Gardner broke five International class records, and set up 16 new records in the American national category, with his streamlined M.G. on the salt flats at Bonneville, Utah.

The poor state of the course was responsible for a near-disaster when the car broadsailed on a wet patch, spun completely round and struck a post. The cockpit cover was smashed and Gardner was cut about the face. This incident also resulted in damage to the single-o.h.c., six-cylinder engine which was being used for Class E attempts. A few days later, the Shorrock-supercharged, 1,250 c.c., four-cylinder TD engine was installed and several Class F records, including two International ones, were captured. The flying kilometre (American National Class) was covered at the astonishing speed of 202.14 m.p.h., quite an achievement for a small-capacity, push-rod power-unit.

The 2-litre "six", illustrated in AUTOSPORT, dated 11th July, is purely an experimental unit developed from the existing Wolseley "6-80" engine. Bore and stroke are 73.5 and 77.5 mm. (1,973 c.c.). The cylinder head is of M.G. design, having inclined valves placed in a single row and operated from a skew-gear-driven overhead camshaft via inverted "jam-pot" tappets which totally enclose the double valve springs. Sodium-cooling is used for the exhaust valves.

Separate cylinder head cooling is adopted, coolant passing direct through

*THE CAR:* Goldie Gardner's streamlined M.G. about to attack Class E records at Bonneville.

the head passages via a transfer pipe from the block to the rear of the head, and thence back to the header tank by way of a front outlet pipe.

Supercharging is by a Roots-type Marshall instrument running at engine speed and driven direct from the nose of the crankshaft by a short universally-jointed drive shaft. Fuel is drawn from a pair of 2.375 in. SU carburettors. Supercharger pressure is 8-10 lb. per sq. in.

Transmission is via a centrifugally-assisted Borg and Beck 10 in. clutch and a Wolseley gearbox, which has the steering-column change-speed mechanism modified to permit the use of a remote-control lever on the end of the box.

### THE RECORDS GARDNER TOOK

#### INTERNATIONAL CLASS E (1,561-2,000 c.c.)

(Standing start)

50 Kiloms.—142.23 m.p.h. (old record, 126.8 m.p.h.).  
50 Miles.—147.40 m.p.h. (144.0 m.p.h.).  
100 Kiloms.—148.72 m.p.h. (128.1 m.p.h.).

#### INTERNATIONAL CLASS F (1,101-1,500 c.c.)

(Flying start)

5 Miles.—189.50 m.p.h. (139.2 m.p.h.).  
10 Kiloms.—182.84 m.p.h. (131.9 m.p.h.).

#### American National Records

The following standing start American National Class E Records were also taken: 25 Kiloms., 133.78 m.p.h.; 25 miles, 140.82; 50 Kiloms., 143.23; 50 miles, 147.39; 75 Kiloms., 146.87; 100 Kiloms., 148.72. Flying start—25 Kiloms., 155.70; 25 miles, 155.16; 50 Kiloms., 155.07; 50 miles, 154.95; 75 Kiloms., 154.98. American National Class F Flying start—1 Kilom., 202.14; 1 mile, 202.02; 5 Kiloms., 200.20; 5 miles, 189.50; 10 Kiloms., 182.84.



*THE MAN:* Gardner receives first-aid treatment for facial cuts when a marker post shattered the plastic cockpit.

**THAT SHELSLEY ATMOSPHERE**  
*Peter Stubberfield takes his single seater bodied 2.3-litre Bugatti through the famous S bend*

DESPITE glorious summer weather, the Midland A.C.'s International Shelsley Walsh hill-climb last Saturday did not attract the crowds it deserved to. Ken Wharton set up Best Time of Day with his blown 1,000 c.c. Cooper in 36.97 secs., only .3 sec. outside his record climb of 1951. By his performance, the cars held their own against the motor-cycles in the match race for the Fray Cup, with an aggregate of 117.15 against 120.98 for the bikes.

New Class records fell to Michael Christie, who clocked 38.70 secs with his 1,107 c.c. Cooper in the 1½-litre racing class; to Gerry Ruddock (Lester-M.G.) in the corresponding sports-car class, with 45.47 secs., and finally to Peter Walker, who set a new hill record for sports-cars with a works XK 120C Jaguar, with a time of 41.14 secs.

No new motor-cycle records were created, George Brown on the big Vincent being fastest in 38.58 secs.

TAKING the meeting class by class, it opened with the 500s and, contrary to the programme which listed Ken Wharton as being due to drive a Cooper, he appeared with a Kieft. With it he put up a perfectly judged run to take the class in 41.51 secs., a time he failed to improve on in his second run later in the day.

Others who shone were H. J. Williams, second fastest with 42.17 secs in a Cooper-Norton, J. W. Burgoynes, Austin May and C. G. Arengo, while



## SHELSLEY - 30th AUGUST

Miss Fay Taylour, although she failed to equal her old time, showed that her hand has lost none of its cunning.

Class Two was for racing-cars between 500 c.c. and 1,100 c.c. and the first car up was J. H. Webb in the supercharged M.G. Magnette-engined Turner, revamped to resemble a Ferrari. He was a grand climb, with just the right amount of power in the Esses and away to the top with a lovely exhaust note: time 42.97 secs. The ex-Horn blown 1,100 c.c. Amilcar, new owner G. H. Fisher, was rather slow, but Shelsley veteran Rupert Instone, with Dynn now supercharged, found the power a little too much in the S, lost control, ran up the offside bank and then rammed the nearside one hard all turned out well, however, with a cut nose only, and little damage to the car.

Air Vice-Marshal Bennett and Cecil Heath in Cooper 'Thousands' showed the crowds how, but all were waiting for the reigning hill-climb champion, Ken Wharton. Up he came in a perfect run,

**M.A.C. International Hill-Climb Dominated by "Maestro" Ken Wharton — New Class Records to Michael Christie, Gerry Ruddock and Peter Walker**

not quite .3 outside his record; the weather was too hot and sultry for perfect carburation, but his was, nevertheless, a magnificent try.

The 1,101-1,500 c.c. class brought only two starters, but also a new class record, for Michael Christie in the 1,107 c.c. Cooper made a perfect, full-power effort in 38.08 secs. The second runner, Jack Smith, made a nice climb too, with a nostalgic yowling blown 1,492 c.c. Bugatti.

A new class record was established in the 1,101-1,500 c.c. production sports-car class by Gerry Ruddock in one of the Monkey Stable Lester-M.G.s, his best time of 45.47 secs. being 5 secs faster than the second man—"nuff said". An intriguing TD-versus-H.R.G. battle in this class saw victory going to the latter

marque, A. O. Gossell's 1,498 c.c. car clocking 50.73 secs.

The solo motor-cycles had three classes to themselves, and a stirring show they made, turning on the power at exactly the right moment in the Esses. George Brown proving the quickest with 38.58 secs., followed by P. Ferbrache's Ariel in 39.03 secs. Next came the side-cars, which were truly astonishing. To see a rider flicking his handlebars from side to side, with his passenger perched almost on his neck, through the Esses, was a wondrous spectacle. To your reporter, "Pip" Harris's passage up Shelsley was a sight excelled only by Hans Stuck's ascent in the wet with the Auto Union, way back in 1936.

Back to the four-wheelers and to the 1,501 c.c.-3-litres racing class. This



AND BANG GOES THE RECORD: Peter Walker's XK 120C Jaguar, new sports-car record holder in 41.14 secs., slides considerably through the Eases

★

#### Shelsley Walsh *continued*

brought out the Bugattis of Stubbsfield, Henderson, Perkins and Rivers-Fletcher, who finished in that order. To this scribe, Shelsley wouldn't be Shelsley without Basil Davenport and his immortal Spider, and the combination duly performed for the umpteenth occasion to clock 43.12 secs. on their first run, and 42.42 secs. on the second. Morris's Alta's best was 41.61 secs. while Ken Wharton made another superlative climb in Peter Bell's E.R.A.—result, another class win to the champion in 37.27 secs. Peter Walker was a much wanted non-starter with his new Cooper-E.R.A.

The class for production sports-cars, 1,501 to 3,000 c.c. again showed Wharton at his best, this time in a Frazer-Nash. George Abecassis ran him very close with the works DB3 Aston Martin, although the car was grounding at the rear over the bump from the S to the finish. Mention must be made of the superb handling of a little Mille Miglia Frazer-Nash by Mrs. Sutcliffe, who clocked 46.45 secs. in her best run.

The over 3-litre racing-car class produced Goodwin's beautiful Alvis-engined Special, which, impeccably driven, made a great impression on the crowd. The only other runner was the Mephisto which was most unhappy and failed to ascend the hill on its second run.

The over 3-litre production sports section was practically all Jaguar, one other car, an Allard, being unfortunately last in the class, which was dominated by an outstanding run by Peter Walker in the works XK 120C Jaguar. A boom as the dark green car rushed up to the Eases, a Farina-like flick, and the car

actually drifted the turns, another flick a lightning change, and away to the finish it sped—a new all-time sports-car record for Walker and a fine show.

The production car team event was won by the Frazer Nashers of Wharton, Sutcliffe and Peacock, who gained an aggregate of 130.30 secs. Goodwin's Alvis-powered Special took the prize for the fastest "special", Michael Christie's Cooper was quickest unblown, and Fay Taylor took the Ladies' Prize.

Bouquets to Leslie Wilson and the main officials for their courtesy and help including transport to the tent at the Eases for the Press. Murray Austin's commentary was magnificent—with perfect timing from start to finish of all classes—BBC, please note! Brickbats to those autocratic sector marshals who persist in treating nationally-known

Press photographers like small boys with box Brownies—not good enough!

FRANCIS PINE

#### RESULTS

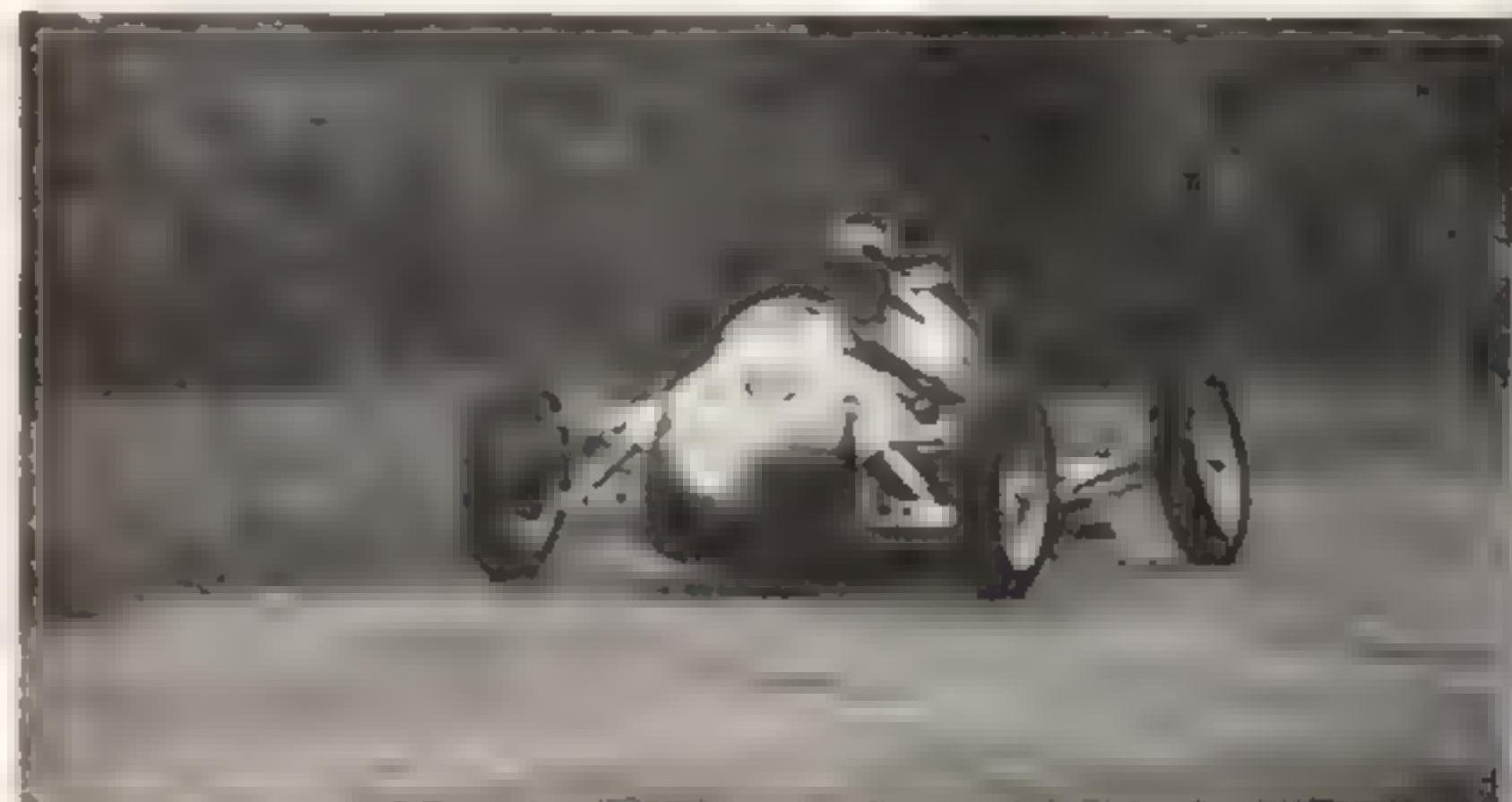
**Best Time of Day:** Ken Wharton 1996 Cooper S, 36.97 secs.

**Best Production Sports-Car:** P. D. C. Walker (1,442 Jaguar XK 120C), 41.14 secs. (New class record).

**Class Results (Best of two runs):**

**Racing-Cars up to 500 c.c.:** 1. K. Wharton (Kieft-Norton), 41.51 secs.; 2. H. L. Williams (Cooper-Norton), 42.17 secs.; 3. Tom Leigh (Cooper-J.A.P.), 42.45 secs.

**Racing-Cars, 501-1,100 c.c.:** 1. K. Wharton (1996 Cooper S), 36.97 secs.; 2. Air Vice-Marshal D. C. T. Bennett (998



**WHARTON WAY** Whatever the type of car, hill-climb champion Ken Wharton looks equally at home. Here he is winning the 500 c.c. class with the Kieft-Norton

Cooper), 39.92; 3. C. Heath (1.097 Cooper), 41.36 secs.

**Racing-Cars, 1,101-1,500 c.c. 1**  
M. A. H. Christie (1.107 Cooper), 38.08 (new class record); 2. J. Smith (1.492 Bugatti S), 43.55

**Production Sports-Cars, 1,101-1,500 c.c. 1.** G. A. Ruddock (1.496 Lea-M.G.), 45.47 (new class record); 2. A. O. Gossell (1.498 H.R.G.), 50.73; 3. G. S. Scott (1.496 H.R.G.), 51.50

**Racing-Cars, 1,501-3,000 c.c. 1.** P. J. Stubberfield (2.261 Bugatti S), 40.96; 2. C. S. Henderson (2.270 Bugatti S), 41.30; 3. J. B. Norris (Alfa Spl.), 41.61

**Production Sports-Cars, 1,501-3,000 c.c. 1.** K. Wharton (1.971 Frazer-Nash), 42.26; 2. G. E. Abecassis (2.580 Aston

Martini), 42.28; 3. H. Sutcliffe (1.971 Frazer-Nash), 43.64

**Racing-Cars, over 3,000 c.c. 1.** W. Goodwin (4.380 Goodwin S), 40.94; 2. T. Dryver (3.626 Mephistophelgatt), 65.68

**Production Sports-Cars, over 3,000 c.c. 1.** P. D. C. Walker (3.442 Jaguar), 41.14 (new class record); 2. C. Wick (3.442 Jaguar), 45.64; 3. F. P. Grounds (3.442 Jaguar), 46.87

**Best Time by Shelley Special:** W. Goodwin (4.380 Goodwin S), 40.94 secs

**Best Time by non-supercharged Car:** M. A. H. Christie (1.107 Cooper-J.A.P.), 38.08 secs.

**Best Time by Lady Driver:** Miss Fay Taylor (4.971 Cooper-J.A.P.), 45.26 secs.

**Fay Team Challenge Cup:** 1. M. A. C. Car Team, Wharton (996 Cooper S), P. D. C. Walker (3.442 Jaguar) and B. E. Bradnack (1.098 Cooper S). Aggregate time: 117.15; 2. B.M.C.R.C. Motor-cycle team: G. Brown (Vincent), P. Ferbrache (Ariel) and E. J. Davis (Vincent). Aggregate times: 120.98

**M.A.C. Team Challenge Trophy (Production Car Team):** 1. Ken Wharton's Team (Wharton, H. Sutcliffe, R. F. Peacock—all Frazer-Nashes). Aggregate 130.30; 2. F. P. Grounds' Team (Grounds, G. N. Mansell, L. A. Stone—all Jaguars), 145.11; 3. Mrs. D. M. Osborn's Team (Dr. W. H. Osborn, G. S. Scott, A. O. Gossell—all H.R.G.), 163.03

**Best Racing-Car Team (three cars):** 1. Ken Wharton's Team (Wharton, Christie and J. W. Burgoine).



**IMMORTAL:** Basil Davenport points his gallant old 2-litre G.N. Special up Shelsley's slopes. This car made several successive B.T.D.s in the late twenties.

### BRANDED PETROL

THE restoration to the market of high quality petrol would cost no more than £250,000 per year in foreign currency for the purchase of ethyl fluid, the Government have been informed by Shell-Mex and B.P. Ltd. At a conference on 1st September, the Shell managing director, Mr. C. M. Vignoles, stated that Shell-Mex had undertaken the construction of six catalytic cracking plants at a cost of £24 million, with the specific object of producing best quality petrol. It was also planned to produce ethyl fluid in

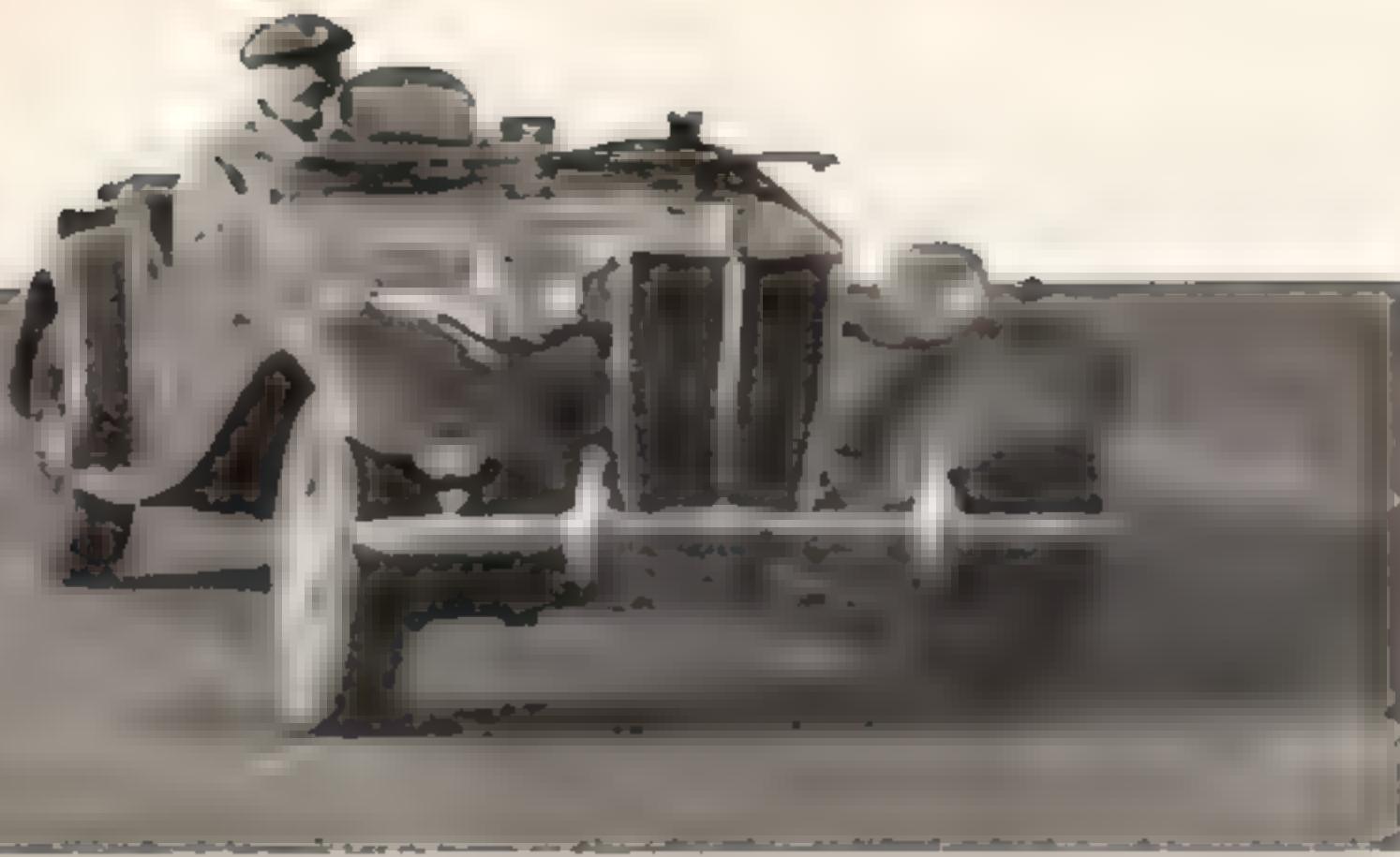
this country within a year or two.

The Government were exploring the possibility of converting these plants into simple distillation units to produce the maximum quantity of utility petroleum products. This would entail a cost of between £5 million and £10 million, and take two years to carry out, delaying the production of various vital products in the meantime.

The catalytic cracking plants are not working to capacity, since the high octane spirit they produce has to be blended with low grade gasoline to make Pool petrol.

### AUSTIN PRICES REDUCED

THE Austin Motor Company have announced reduction in the prices of their A125 Sheerline and A135 Princess models, as from 1st September. The Sheerline saloon will now cost £1,307 retail, plus £727 12s. 2d. Purchase Tax, making a total of £2,034 12s. 2d. Inclusive price of the Limousine is now £2,255 10s. 0d., and the Princess saloon will now cost £1,617, plus £899 16s. 8d. P.T., total £2,516 16s. 8d. Overall price of the Princess Touring Limousine is now £2,594 12s. 2d.



By

JOHN  
BOLSTER

## ROAD TEST REFLECTIONS

To carry out road tests of new cars is most interesting work. Nevertheless, it is a very responsible task. Obviously, a magazine like *AUTOSPORT*, which is read all over the world, can have a considerable effect, for good or evil, on the sales of current models. It is therefore vital to give an absolutely honest and accurate report.

The first essential is to rid one's mind of all prejudice, and one must studiously avoid any particular enthusiasm for one certain make. Too many people have an absurd—one might almost say pathetic—loyalty for one sort of vehicle, and they give full marks to the latest model of their favourite brand, even though it be a very moderate performer. That sort of approach must be strictly taboo, as must any ingrained preference for some special design feature.

A good tester should not allow himself to do his daily motoring in any one car. He should borrow his friends' machines at every opportunity, and should either own more than one vehicle, or else make an exchange after not too long a period. I know several drivers who have formed almost ineradicable habits through being stuck with some beloved old car of which they have grown too fond. I once traced a falling-off in my own ability to the same thing, and a sorrowful parting with my trusted sports-car was necessary before I could rid myself of some unpleasant characteristics at the wheel.

In trying to give a good service of road-test reports, I read the efforts of other writers, both in this country and abroad. In that connection some very interesting correspondence has been taking place in an American magazine, and the views evinced are of more than passing interest. Briefly, the readers are up in arms against speed and acceleration figures expressed to several places of decimals. The absurdity of quoting the results of hand-timing, in smaller steps than a fifth of a second, is obvious. What several people point out, though, is the variation occasioned by temperature, barometer pressure, road-surface, and so on, not to mention driving skill. Furthermore, the natural slight mechanical differences of apparently identical cars makes it most unlikely that duplicate performances can be guaranteed. Anyway, the paper concerned has

promised to cut out the decimals, and I couldn't agree more.

Many people have forgotten that the most authoritative road tests used to be carried out by *The Times*. Practically every car on the market, British and foreign, went through the hands of their tester, and 84 of his reports were made into book form, which was published in 1925. I have a copy before me, and it is of absorbing interest.

There are those among us who pay little regard to motoring history, and live only for the present. I think that a balanced view is impossible without knowing what went before, and a good grounding in the achievements of their predecessors can give one a clearer appreciation of the new cars. *The Times* correspondent approached his task from a rather different angle than most of us do nowadays. He regarded accessibility and ease of servicing as the paramount needs, and a machine that fell short in that direction was never forgiven, however fine the performance. He also examined the mechanical details in the light of their probable lasting qualities, and mere superficial appeal meant nothing to him. If one had to remove the sump to get at the oil pump, for instance, a very black mark was scored, and if there were plugs instead of taps for draining water and oil, much fury was occasioned. Floorboards that had to be unscrewed for transmission servicing were not lightly forgiven, and an integral block and crankcase was only permissible among very cheap cars. Truly, our scribe would be an unhappy man today!

An approximate maximum speed was suggested, but acceleration figures were not given. Instead, the minimum speeds on two hills, Amersham and Dashwood, were appended, but as the same course was taken on all tests, a very fair idea was given. Having owned or driven a number of the models reviewed, I can say that the comments are sensible and that the performance figures are of the right order.

They are all there, the old favourites. The 22/90 Alfa Romeo, the 3-litre Bentley, the 45 h.p. Renault, and the Napier, come alive again as one turns the pages, as do the almost forgotten Palladium, the Seabrook and the Flint. The best performance figures

in the book relate to the "30-98" Vauxhall, and that was certainly one of the greatest cars that I ever owned. The minimum speeds on the two hills were 49 m.p.h. and 57 m.p.h., and the maximum on the level was put at 80-85 m.p.h. In those days, sports-cars were almost in a different world from "tourers", as a few examples will show. Very many cars would not achieve 50 m.p.h. The Delahaye (yes, really!) would do 45 m.p.h., but the 1½-litre Lagonda would "do its fifty", and climbed both hills at 23 m.p.h. The "Model T" Ford, of evergreen memory, encompassed 35 m.p.h., but 25-27 m.p.h. was suggested as a cruising speed.

American cars were notable only for powerful slogging on top gear, the 22 h.p. six-cylinder Buick, for instance, managing only 54 m.p.h., and climbing the two hills at 30 and 24 m.p.h. respectively. By far the best of this bunch was the Chrysler, which could rush along at 70 m.p.h., surmount both hills at 35 m.p.h., and had the first Lockheed hydraulic brakes.

There were many hangovers from Edwardian days, and one still met leather cone clutches, separate gear boxes, and non-detachable "L" heads with valve caps, on occasion. The most majestic of these survivors was the "Silver Ghost" Rolls-Royce, of which I still possess

two examples. The tester got 75 m.p.h. out of it, and slipped up his two pet gradients at 30 m.p.h. and 40 m.p.h., do not forget that they had a rough macadam surface that was "heavy" and conducive to wheelspin. I think we should leave our commentator with this description of the Rolls-Royce: "To me the acceleration is one of the car's greatest charms and suggests a swallow's or a swift's flight, so unobtrusively rapid is it."

Let us return to the present. I test new cars for your information, and if there is any particular feature you want me to cover, please let me know. I only hope you don't want too many standing start acceleration figures, though, for I do hate banding the clutch and gears roughly; what a confession for a sprint and hill-climb driver of many years' experience!

Some most interesting machines have been promised for my future sampling. In addition, I am always ready to "do" any amusing specials or historic masterpieces. Boy, bring me a 40 h.p. Farman, a Delaunay-Belleville, or even an 8 h.p. Rover, for I would hie me to Amersham and Dashwood, and spurn the grit and stones of those well-known activities!

## BOOK REVIEW

### "Rallies and Races".

**Author:** William Leonard.

**Size:** 5½ x 8½ ins. 191 pp. 45 half-tone illustrations, many line drawings.

**Price:** 18s. 6d. net.

**Publishers:** G. T. Foulis and Co. Ltd., 7, Milford Lane, Strand, London, W.C.2.

MARICE GATSONIDES, known throughout the world of competition motoring as "Gatso", is a tall, pleasant-spoken Dutchman, who is recognized as one of the greatest rally-drivers of today. In this book, Mr. Leonard has successfully conveyed the adventurous spirit, and almost fanatical love of motor-cars, which has possessed "Gatso" since he first took to wheels.

The vicissitudes and perils of long-distance competition work are graphically described. Fatigue, falling down precipices, blowing-up within sight of the finish, losing the way, mechanical troubles and a hundred and one aspects of rallying are described in full detail. Even the rather "staccato" phrasing of the translation lends authenticity to the tales: through the author, it is "Gatso" speaking.

It is pleasing to note that "Gatso" pays a most sincere tribute to that often-neglected ancillary of a rally car—the co-driver. He says: "Let me assure you that it is no easy task to act as co-driver. The driver is usually too occupied to worry, but the passenger who is seeing deep ravines flashing past and thinks at every hairpin that this is really the last one he'll see alive, receives a series of sensations of which nobody need be jealous".

Many AUTOSPORT readers who have taken part in Continental events will heartily endorse these sentiments.

Actually, the book is a mine of information on the "do's" and "don'ts" of competition driving. "Gatso" gives his errors far more prominence than he does his

successes, for which budding rally-drivers will be more than grateful.

Altogether a most interesting book, and one that demonstrates in no uncertain terms the value of competition successes in maintaining export markets. "Gatso's" preoccupation with British cars is just one side of a man who makes no secret of his admiration for this country and all things British.

G. G.

### THE GOODWOOD FIRE

#### Aston Martin Director's View

"I was with some surprise that under 'Goodwood Gossip,' I read Mr. John Bolster's categoric judgment on the cause of the unfortunate fire to the Aston Martin DB3 Car driven by Parnell and Thompson.

The statements contained in his fourth paragraph are not supported by the evidence of the stripped hypoid unit. Inspection revealed that the heat generated by a binding rear brake, caused by a locked brake cylinder, had destroyed the adjacent oil seal permitting egress of oil which smothered the brake assembly. The oil level in the bevel casing was low in consequence, but the hypoid gears did not suffer distress and their condition was such as to suggest that there was no excess of heat within the casing.

May I suggest that Mr. Bolster discusses, with any of the petroleum companies, the question of the temperature to which metal would require to be raised to ignite petrol in either liquid or gaseous form and with any gearing or bearing manufacturer whether gears or bearings could have continued to function when the temperature had, according to him, 'reached a point where the oil was actually in a state of combustion' for several laps before the stoppage for changeover and refuelling?"

J. STIRLING,  
Director, Aston Martin Ltd.

# Correspondence

## Crimond Organization

I wish to thank you for the excellent report in your issue of 15th August, 1952, dealing with the racing at the meeting of the Aberdeen and District Motor Club held at Crimond on 9th August, 1952. I feel, however, that certain of your correspondent's remarks in his summing-up call for comment. I think that reporters should bear in mind, as do, I am sure, fair-minded spectators and readers of your journal, that the Aberdeen and District Motor Club is the only club in Scotland today which has full control of its own affairs, and runs its events for the pleasure of its members and for the benefit of the competitors. These events are held entirely unaided and are not sponsored by newspapers or other so-called benefactors seeking self-aggrandisement.

Whereas Mr. Ford described our day's sport as "much too long drawn out", I observe in your notes of forthcoming meetings, that longer programmes, having less promise of interest or excitement, are described as "ambitious programmes".

With regard to the necessity of the club to learn more about running a meeting, it is unfortunate that your correspondent, who spent a great proportion of the afternoon in the company of the Club's Chairman, had not thought fit to pass on his invaluable suggestions in time to be of service at the meeting. We are only too ready to accept suggestions from those with acknowledged experience. It seems unfortunate that he chose rather to air these implications in print, when the remedy was so readily at hand.

Mr. Ford's next remarks that "a lot of ragged edges were visible", together with "the method of seeing that the course was cleared left much to be desired", leaves me absolutely speechless, having watched equally, if not more ragged, performances at other meetings in Scotland past without comment. This is more especially the case since our track is cleared in exactly the same way as every other track that I have attended.

Dealing now with the question of the invitation extended to John Stenhouse to do the commentary, I should like to put the situation as it appeared to the club.

The commentaries have been done in the past from the control tower without any complaint from the persons responsible. After severe criticism from your (and other) reporters on our May meeting, the committee decided to invite Mr. Stenhouse to what promised to be our biggest and best meeting. This was duly done and an acceptance by return was received from Mr. Stenhouse, who made no reservations or conditions—everybody was happy. On Friday, 8th August, a letter arrived in Aberdeen from Mr. Stenhouse asking for closed accommodation to be provided for him, but by the time this letter arrived, all and sundry of our club were already at Crimond—42 miles away—and we did not know that such a message had been sent until Mr. Stenhouse arrived at the 'drome and he promptly refused to do the commentary. Could

I venture to point out that Mr. Stenhouse did the commentary at the S.M.R.C. 500 c.c. car meeting at Kirkcaldy from ground level without even a seat, far less an enclosed raised cubicle.

As a compromise, under the awkward weather conditions, we offered Mr. Stenhouse alternative accommodation in the Tuneckeeper's bus, but this he turned down flat. However, it is an ill wind that blows no one good, as we found that we had in our own midst a commentator who stepped very successfully into the breach.

Further, I cannot see that courtesy was denied anyone at this meeting, and certainly if the remarks of the competitors are anything to go by, we have always excelled in this direction.

I shall be glad to receive from Mr. Ford any suggestions that he cares to put forward for the improvement of our future meetings.

CHARLES C. WRIGHT, PRESIDENT,  
THE ABERDEEN AND DISTRICT MOTOR CLUB, LTD.

## Trials Regulations

THESE are several points in Robin Richards's article on Trials Regulations that require further and deeper consideration.

1. Towing to trials is popular with those who can afford it for two other and probably more important reasons than those usually mentioned:
  - (a) Skimpy weather protection, etc., to keep cars light makes them unpleasant in winter weather, especially for girl passengers; also dry clothing, etc., for use at the end of a trial can be carried in the towing car; weight would preclude its use otherwise.
  - (b) In the event of a breakdown, the owner can get home complete with special and not be stranded, etc.
2. Some scrutineers would certainly not pass, for instance, a TA M.G. on R. Richards's formula, as a portion of the seat is behind the rear tyres (with standard tyres, too).
3. It would be difficult to use an Austin 7 chassis for the long car envisaged by Mr. Richards's formula owing to its very short length. The rear of the car would have to be supported mainly by faith and hope! Mr. Richards's excellent R.B.W. Special had a built-up tubular frame and was quite long, as I remember it.
4. It is not sufficiently emphasized that the modern sports-car, with which people are said to wish to enter trials, is often incapable of negotiating even flat lanes and rutted tracks owing to its ground clearance, let alone the serious damage to its "gleaming" paintwork. No amount of letter writing or even discussion at Pall Mall will alter the characteristics of our country tracks.

5. If the manufacturers get interested, all true amateurs might as well pack up now. Look at the results of any big rally.

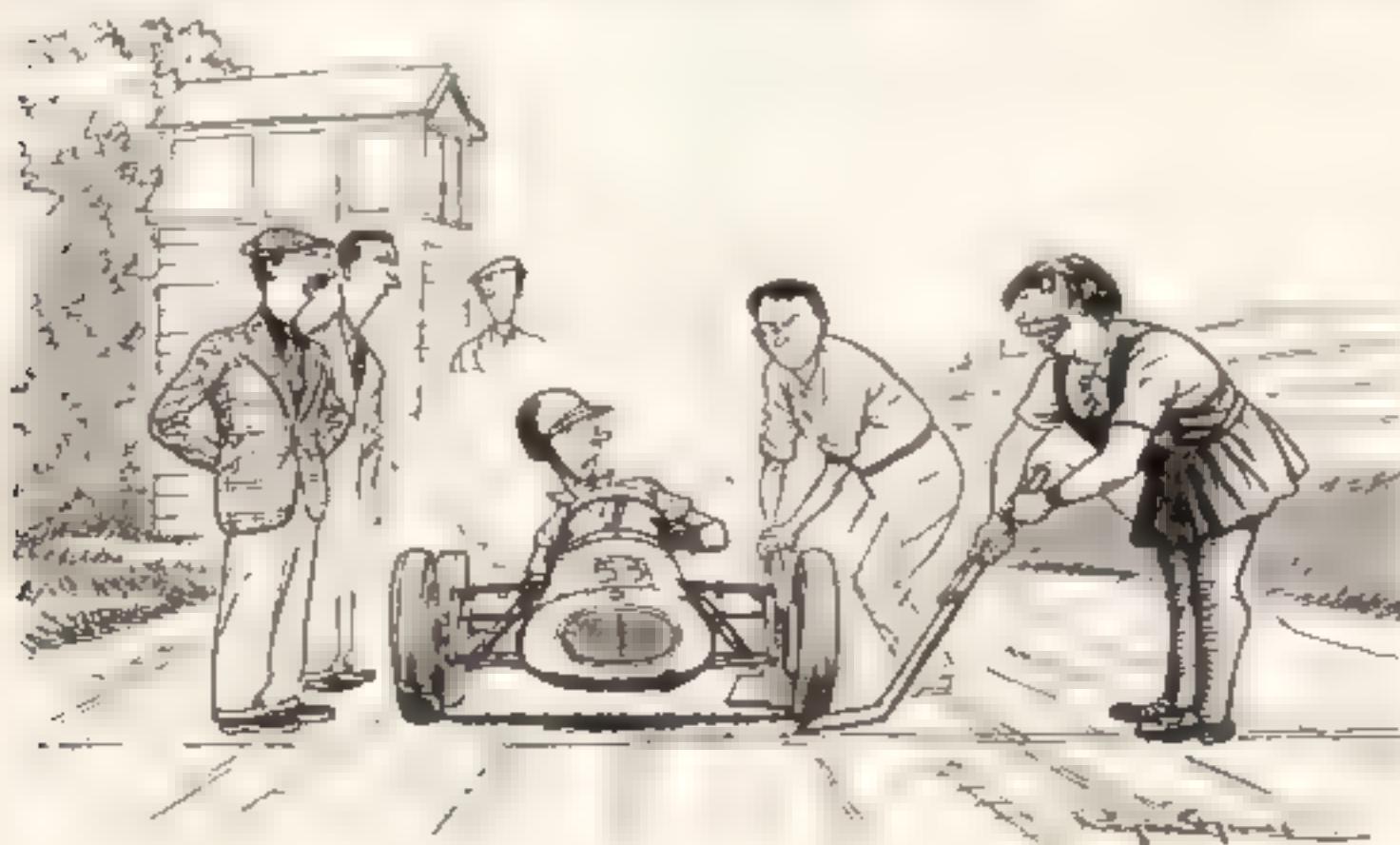
6. A car designed for both modern trials and racing would be an ineffective compromise in both spheres.

CHIGWELL, ESSEX. J. V. LEWIS.

I AM sure that to the trials folk, the thought of organizing the classic trials (e.g., the Gloucester or the High Peak) for standard cars, would arouse the same feeling that organizing the Grand Prix d'Europe for production cars would bring to the hearts of racing folk. Fine racing we might get, but it would not be the same as a Formula event.

Trials have become a specialized sport for specials. If you want standard car trials, by all means have them, but please leave the trials special and the trials driver alone. After all, he does

"It helps to ensure a quick getaway!"



not demand regulations which say that Grand Prix cars must be roadworthy and always be driven to events.

P. R. O. LEWIS

WREXHAM

• • •

A LOUD "hear' heart" to the letters of Stan Jenkins and Bill Sleeman. Who, indeed, are those people who are clamouring for the return of the so-called "ordinary" car to trials and the exclusion of the special? Back to the days of the works sponsored Cream Cracker and Musketeer MGs, the Singer team, the ultra-low bottom gears, locked diff, straight tooth, 1-c.w.p. competition tyres, the V8 Fords which swept all before them, where was the ordinary motorist then? There are plenty of standard-car trials and other competitions for the ordinary motorist to let these people join a suitable club and enter some of these competitions or "marathon" special or "shut up" and leave the special owner to his own bit of fun.

TRIDENT SINGER

LEEDS

• • •

B.R.M.

I NOTICE that in 22nd August issue your correspondent R. N. Pond, quotes from my book, *British Road Racing*, to point out an apparent discrepancy between my remarks about the B.R.M. and those of John Bolster. Those lines were written in 1949, before the B.R.M. had made its debut. To justify them I quote from the introduction to the B.R.M. report published in 1947. It is written by Donald H. McCullough who was then Chairman of the Trust. He said:

"Raymond Mays then approached Mr. R. Henderson-Tate, Regional Controller of the Ministry of Supply, who had shown great interest in the venture since its inception. As a result of this approach Sir Stafford Cripps was shown full details of the scheme and after perusal, he expressed the view that the B.R.M. project could become an important national asset at a time when there would be keen competition in world markets. He stated that the Government approved the venture and that the Ministry of Supply would give all possible help."

Of course the fact that Government departments were interested or gave their blessing, does not mean that the venture was Government sponsored. The only help the Government was not willing to give was that which might have made the B.R.M. a success—finance.

JOHN DODD

E. MOLESLEY, SURREY

• • •

As a full very strong supporter of the B.R.M., despite its many failures, I strongly deplore and resent Mr. Bolster's article, "Farewell to the B.R.M."

When Mr. Bolster says that the manufacturers of one of our best cars complained of sales failing off in Belgium, I wonder to what particular make he refers? So the Belgian sales were due to the B.R.M. were they? Not in any degree to the complete failure at Le Mans this year of two of our leading marques? Not to the inability of our Formula 2 cars to win a race whenever the works Ferraris are present. The fact is that the only car that we have made in this is and that can match the speed of the Ferraris is the B.R.M. Speed must come first and then reliability with it. It's no use building a slow car that is 100 per cent. reliable. It will always finish no doubt like the H.W.M. and Cooper-Bristols (and the former isn't so reliable these days), well in the rear of the Ferraris.

As for our Formula 2 machines doing so much for our prestige the time when they do anything for it will be when they start winning races not just finishing in them. And I don't see any signs of the H.W.M.s, Cooper-Bristols, or Connaughts doing that at the moment, nor against the Mercedes-Benz and Alfas in the future.

Since motor racing doesn't enable a firm to make a profit by it, I wonder which of our big car firms has so much money to spare that it will willingly write off up to about £100,000 per year just to put and keep this country on top in Grand Prix racing.

It hasn't been done since the days of the Sunbeam when the conception of a G.P. car was so different from what it is today which would make it almost impossible for a firm to undertake a project of this kind on its own without outside financial assistance.

Referring to the B.R.M.'s performance in the wet at Boreham I take it the same remarks applied to the Alfas of Fangio, Bonetto, Farina and Sanoz, during the *Daily Express* meeting at Silverstone last year.

If the stories are true and B.R.M.'s are going ahead with a car for the new Formula then the best of good luck to them and I am exceedingly glad to hear of it. As for changing its designation—not for the car's British if it is made by an amateur or if it is made by every motor firm in the country. Anyway, Mr. Bolster can always imagine that B.R.M. stands for Berthon-Raymond Maya.

ANERLEY, S.E.20.

CAPT. I. D. WESTON

• • •

F1 Faster Than F2?

MR. THOS. E. TAYLOR does not seem to agree with F.V.B. on the question of the speed of F1 bolides and quotes the Belgian Grand Prix as evidence. I would recommend Mr. Taylor to study his back numbers of *Autosport* when the following information would have come to light:—

Swiss G.P.:

1951 Fangio, F1, Alfa, 89.11 m.p.h. (wet track)  
1952 Taruffi, F2, Ferrari, 92.74 m.p.h.

Rheims

1951 Fangio, F1, Alfa, 110.6 m.p.h.  
1952 Behra, F2, Gordini, 106.5 m.p.h.

Nurburgring

1951 Ascari, F1, Ferrari, 83.75 m.p.h.  
1952 Ascari, F2, Ferrari, 82.5 m.p.h.

Dutch G.P.:

1951 Rosier, F1, Talbot, 78.46 m.p.h.  
1952 Ascari, F2, Ferrari, 81.08 m.p.h.

Not much average difference here and next session's improvements will certainly wipe out any superiority possessed by F1 cars at the present moment.

Next Mr. Taylor asks for races for 1953 to enable F1 and F2 cars to be compared, but haven't we such races already?

British Grand Prix, Ascari, F2, Ferrari, 90.92 m.p.h.

*Formule Libre* run on same day under same conditions.

Taruffi, F1, Ferrari, 93.07 m.p.h.

Boreham International, 1st Villorosi, F1, Ferrari, 82.81

m.p.h.; 2nd Hawthorn, F2, Cooper, 82.21 m.p.h.

Goodwood Richmond Trophy, 1st Gonzalez, F1, Ferrari, 88.23 m.p.h.; 2nd Hawthorn, F2, Cooper, approximately 86 m.p.h.

And there is still the Goodwood Trophy on 27th September to come!

CHELMSFORD.

P. DENDY.

### Formula 3 Design

I HAVE read with great interest the numerous articles published in your magazine on the advantages and disadvantages of the layout of the conventional 500 c.c. Formula 3 racing car.

To my mind the ideal combination for this type of car would be one in which the engine is situated at the front, giving excellent cooling, and to have a rear wheel drive. Up to now this layout has presented several difficulties, some of them being excessive chain length, high seating position and large frontal area.

However, I have just completed some sketches of an idea which may be of use to a serious 500 c.c. car builder and so far as I can judge they appear to be the answer to the above problems.

If anyone is interested in my idea I shall be only too happy to discuss these sketches and give full details.

LONDON, S.E.25.

ROY D. BRODERICK

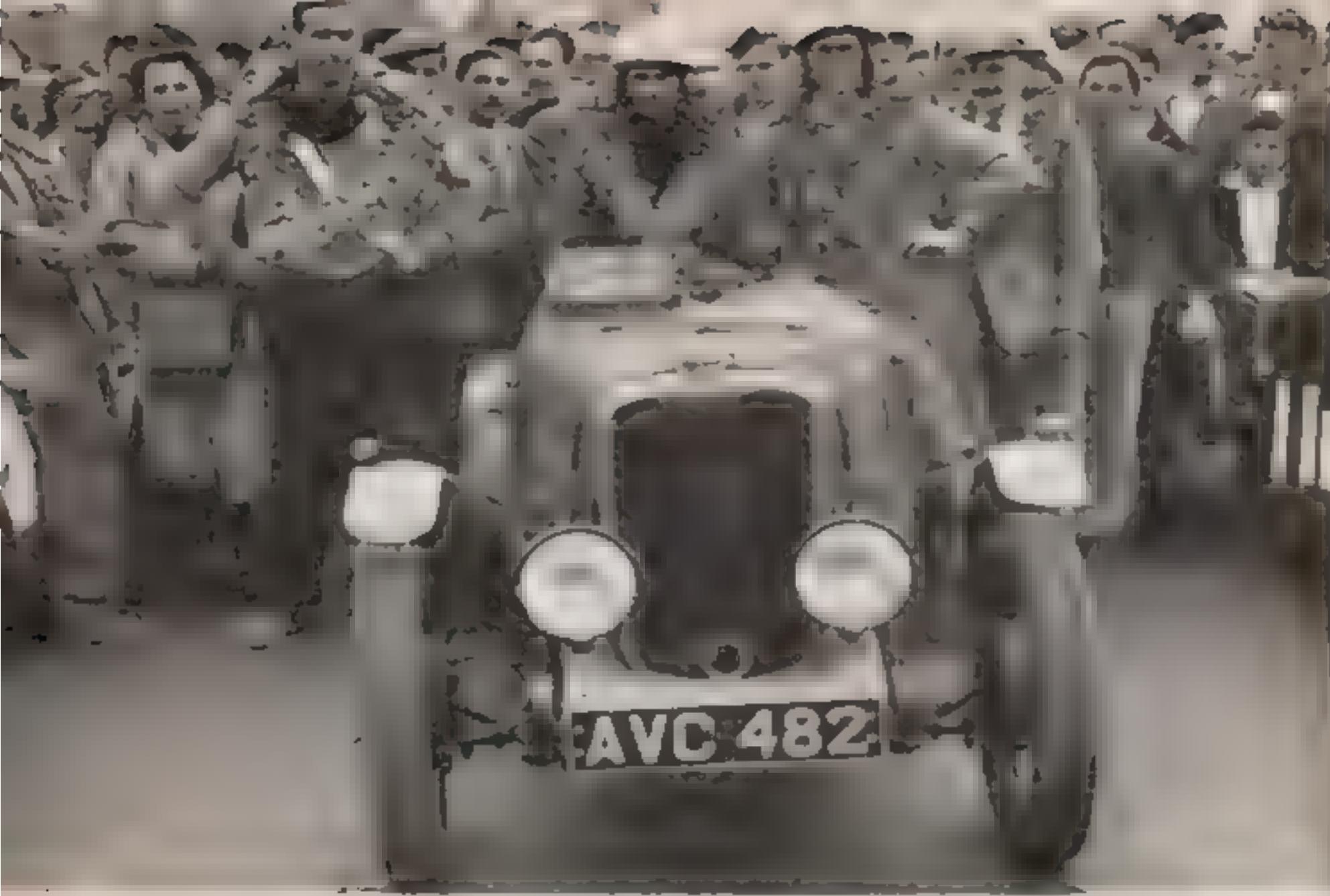
### Autocross

I WAS very pleased indeed to read your leading article suggesting that clubs should organize Scrambles or "Autocross" if you wish to call it that. I have been advocating this since 1947 and have offered a very nice course here to so far clubs, including the L.M.C. but none seem interested. However perhaps they will run this type of event next year, for the owners of cars which no longer will be eligible for Trials run under the new R.A.C. regulations.

HARSTEAD

R. K. N. CLARKSON

SPARES: As the 2-speed Burman hand-change gearbox are rather costly by £10.00, £12.00 we are for the time being offering to enable them to be made up to racing car specification. Any one who would help please write to the War Office Road Performance Section, Dept. B.



# SINGER

Very Successful  
Ford Saloons R

TRIUMPHANT (l to r) Team manager R G Ince, James Tilling D Eyre and P A Bailey with Eyre's Le Mans Replica "Nine" after the Singer O.C. Relay Race win

ONCE again the 750 Club has done it. Last Saturday's National 6 Hours Relay Race was a superbly organized affair, packed with interest from start to finish, and attracting by far the largest crowd ever to attend a "club" Silverstone

In a hotly contested race the Singer Owners' Club pulled off an unexpected victory, due entirely to perfect teamwork, and to the speed and reliability of the "Automenders" 1½-litre, 4-cylinder car, driven by James Tilling. D. Eyre's "Replica Nine" kept its end up admirably till it lost a gearbox drain-plug. P. A. Bailey (Le Mans "Nine") did all that was asked of him in registering a victory which will put the small club right on the map

Runners-up were the fleet Ford Saloons, which team might have been in front if Hamish Orr-Ewing's twin-carburettor "Popular" had not developed gearbox bothers

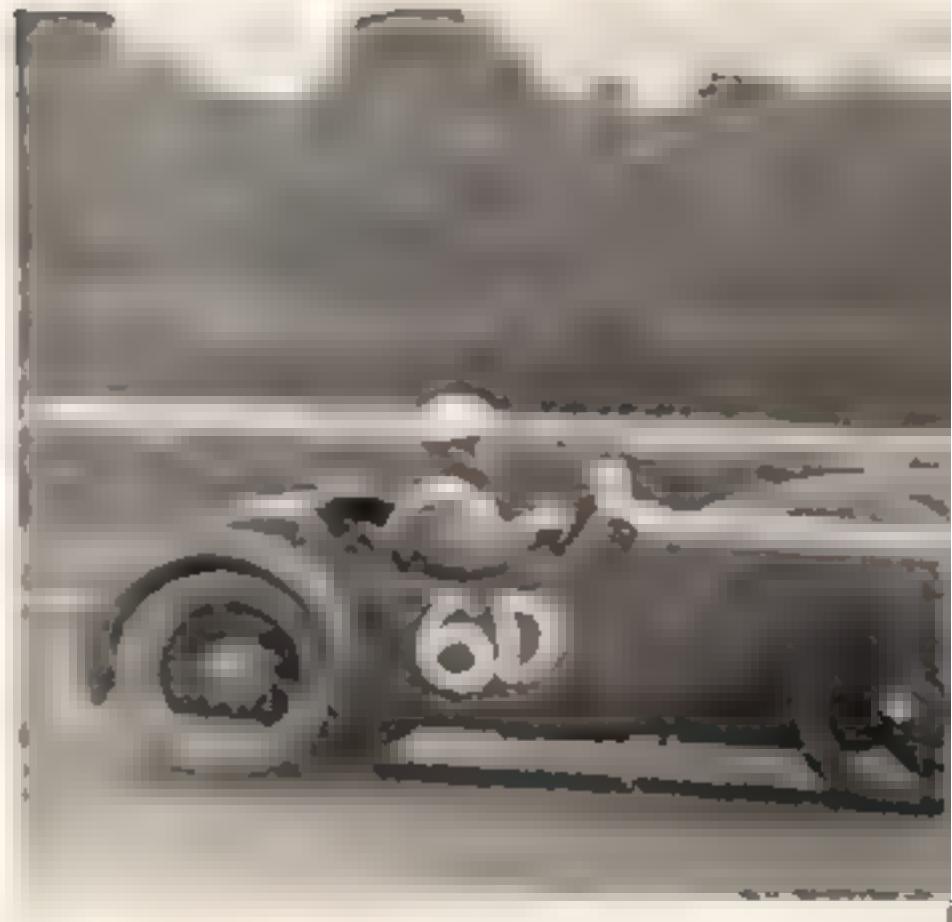
To Notts and Midland went the coveted 750 Formula award, an integral part of the race which will undoubtedly bring even more recruits to this very sensible low-cost racing scheme

The "Antone" PA arrangements could show an example to organizers of International affairs. A pit-snooping system which supplied constant information to the team of commentators enabled Bolster, Richards, Birkett, Bickle and Curtis to keep the crowd fully informed

Yes indeed, 750 Club, a memorable day and an event to which



SURPRISE Hamish Orr-Ewing's Ford "Popular" which displayed astonishing speed for the Ford saloon team—runners-up in the race



British clubmen (and clubwomen) will look forward even more in 1953!

Never has Silverstone looked so busy with competing cars. With some 170 machines, comprising 33 teams, the paddock was packed with machinery of every conceivable size and shape. Dozens of 750 Formula Austins were to be seen in the company of a host of sports-cars, both vintage and modern. Looking remarkably sedate amongst this collection of open cars were the very ordinary looking Ford Saloons—that is to say, all but Hamish Orr-Ewing's Hamish had gone the limit in lightening his Ten-powered "Popular". The interior was almost completely gutted except for the driver's seat, whilst the floor and windows had been replaced by the Orr-Ewing version of a 300SL.

# SONG OF SUCCESS

**750 Club 6 Hours Relay Race Won by Singer O.C.—  
Runners-up—Notts and Midland Best 750 Formula Team**

Mercedes, aided by the use of much celluloid (or was it cellophane?).

The Yeats special looked, at first glance, to be a Fiat "Mouse", but was in reality a Ford Ten-based machine, with a Fiat coupé body grafted on in the centre. Owing to a family bereavement, Eric Thompson had to stand down in the DB2 Aston Martin team. His place was taken at the last moment by Ernest Stapleton with his 2-litre whilst both Pat Griffith and Mort Morris-Goodall were also included. Thus the team was a mixed one of a couple of DB2s and the ex-Jock Horsfall car.

Mike Llewellyn's TD had mechanical derangements on the way to the event, so he shared Trevor Line's car in the M.G.C.C. team. This entry had not escaped the notice of Abingdon, as both Alec Hounslow and Johnny Crook of

M.G. "development" were there with a fairly well-equipped van.

Many of the teams were turned out immaculately, particularly the "Chain Gang" Frazer-Nash, and the two O.M.s of Peter Binks and H. W. Cox, and, there were a surprising number of spotless "Tide" versus "Persil" white overalls in evidence.

gasket bohers, and Goodall's DB2 took over. After the first couple of hours, it appeared evident that the rest of the entry would have their work cut out to catch the Ford Saloons (70 credit laps) and the Singer O.C. (47 credit laps) teams. Orr-Ewing's device was circulating at a velocity that could hardly have been thought possible by the handi-cappers, lapping at over 53 m.p.h. James Tilling's 1½-litre Singer was doing over 65 m.p.h., and sounding very healthy indeed.

Jack Reece's Anglia Export was not so quick as the Orr-Ewing machine, which came into the pits making clanking noises, thought at first to be big-ends, but later diagnosed as gearbox. Eyre's red Le Mans Singer took over



*THE SASH THAT SPARROWE WORE: Jeff Sparrowe hands over the task at Becketts to J. Sutton Atkins, after his own Morgan shed a wheel.*

Promptly at 12.30 p.m. the flag fell for the Le Mans start, first drivers sprinted for their cars, there was a whirling of starters, a clash of hurriedly-engaged gears, and the race was on.

As expected, the Jaguars came through ahead of the field, led by M. W. Head, D. O'M. Taylor and Bill Black, with McDonald's Bentley and Stapleton's Aston Martin in front of Woodley's Bentley, Tyre's BMW and Shear Simmonds's Allard.

Stapleton's Aston succumbed early to

from Tilling, but dropped out with a seized gearbox due to the drain-plug coming adrift.

After 2½ hours of racing, the Singers were in the lead with 95 laps completed, the Fords were second with 83 laps, Sporting Owners' Club third (108 laps), St. Moritz fourth (98 laps), Bentley II fifth (97 laps) and the Norwich XKs sixth (110 laps).

The three XK 120 teams were tearing round at high speed to attempt to catch the long-handicap folk. In the 750

**WELL WORTH THE MONEY:** (Above) E. N. Hood's Nippy Austin, bearing a cryptic "6d."—race number, not cost—being passed by D. O'M. Taylor's Jaguar of the Sunbeam XK team.



**FIRST IN FORMULA:** (Right) Members of the Notts Area and Midland Centre, winning team in the 750 Formula event.



#### Singer Song of Success—continued

Formula class, the Oxford Area headed Notts and Midland by a small margin with North London and South London fourth and fifth respectively.

A half-an-hour later (3.30 p.m.), the first four positions remained unchanged but the "Odds and Bodds" and the "Individual XKs" had taken over fifth and sixth places. At 4 o'clock, "St Moritz" forged ahead of Sporting Owners to take third spot, whilst the Harrow boys displaced the "Individual XKs" in sixth position.

Yeats's Fiat-looking Special had set a fine pace for the 1,172 Formula entry, but the team as a whole were not so quick as expected. The normally ultra-reliable Bucklers were suffering from annoying little bothers which set both teams back somewhat.

From the well-directed "Chain Gang" pit, Dr. Harris and Douglas Osborn were trying to calculate how fast their charges would have to go to be in the running the team being engaged in a lively duel with Barclay Inglis's Hants and Berks entry—also with 28 credit laps.

Pit work varied from marvels of slickness to leisurely performances which must have cost certain teams many laps. On several occasions, relief cars were placed in such awkward positions that drivers were completely hemmed in, whilst even the simple act of handing over the sash was often made too much of a ceremony, rather than a necessarily speedy part of the contest.

**ISLEWORTH v. MOLSHEIM 1 v. 1.**  
Skirrow's fast 1½-litre Frazer-Nash of the Chain Gang team, duelling with D. M. Jenkinson's Type 37 Bugatti of the "Odds and Bodds".

**ALL THE ATMOSPHERE** of the "Six Hours Relay" is shown in this pit scene. Doreen Reece signals to the Liverpool team, whilst in the background, Dudley Coram dashes between a couple of his 2-litre Aston Martin charges.

The Aston Martins were not having a good day, both Peter Doyle's 1½-litre and Dudley Coram's 2-litre teams not exactly living up to the entrants' hopes. At 4.30 p.m. the "Odds and Bodds" had dropped back, Harrow moved up to fifth place, and Sporting Owners had fallen back to sixth. The 750 Austins were now running in strict numerical order 2-3-4-5-6, with Notts and Midland leading from Oxford.

As the race progressed the excitement mounted. Singers were playing a

wary game, leaving Tilling's "Automenders" to do most of the work, but putting in Bailey's green car as and when the occasion demanded. The Fords, without Orr-Ewing's car, were not making any impression on their rivals, although Reece was pushing his Anglia to the limit.

At 4.45 p.m. disaster overtook the No. 1 Bentley team. J. A. Williamson's fast 4½-litre was thundering past the stands when there was a cloud of smoke, a loud explosion, and bits and pieces of Bentley engine showered the track. This was extremely hard luck, and one must sympathize with the owner for the loss of a very fine power-unit.

Other people were not without their troubles. Jeff Sparrowe's Morgan reverted to three-wheeler status at Beckett's and team-mate Alkins took over the sash and Trevor Line collided with





DAGENHAM-TURIN: R. Yeats's odd looking, Ford Ten-based Yeats Special, of the 1.172 Formula team, certainly is not lacking in speed

to the "Chain-Ganger". J. Holden's 750 Formula Special was cornered to the limit just once too often, and did a complete about-turn. Sinclair's red Connaught attempted to continue on the Grand Prix course, and Derek Beekler's Buckler did quite a spot of barrel-bashing.

D. A. T. Rees's 750 Formula car had a front wing come adrift, the wheel locked and he shot straight on at the bend. Ken Shipside's 1,350 c.c. much-modified TD displayed a fine turn of speed, and was immaculately handled.

Getting towards the end of the race some 15 cars were bunched together, the

a barrel-marker damaging the steering of his TD.

At Beekler's it was interesting to watch the various techniques adopted by different drivers. R. G. Shattock's RGS-Alfa Romeo was taken out wide at very high speed, and despite heel-over displayed extraordinary road-holding. P. D. Gammon (Morgan) was always spectacular, but the threatened "glibboleys" never actually occurred.

During the last hour Gammon was involved in a stern duel with Chris Sears (Frazer-Nash), the honours finally going

(Right) N. V. L. Barclay's enterprisingly driven Riley of the "St. Moritz" team and H. W. Cox's grand old OM ("Officine Meccaniche")

(Below) A mixed-bag at Woodcote, with Bill Black's XK 120 heading a couple of 750 Formula Austin, a Buckler and a Frazer-Nash



**Singer Song of Success—continued**

drivers all trying to go as quickly as possible. To watch this group rounding Beckett's was to see sports-car racing at its best. The Bentleys were noticeably steady: Taylor's Ford Eight-powered Nippy was taken through tremendously fast, shooting past Jaguars, Allards and everything else in the bend, only to be overtaken again by the bigger stuff on the straight.

At 5 p.m. the leading Singers had covered 164 laps—10 more than the Ford Saloons. In third place "St. Moritz" had registered 172 tours, whilst Sporting Owners had chalked up 183, to the 160 covered by the "Odds and Bodds". The "Heavies, etc." had moved up into sixth place, largely due to the spirited driving of Shattock and his RGS-Alfa.

With half an hour to go, W. C. Cuff (Cuff Special) had brought the "Odds and Bodds" up to third place, the red car going like a train. Sporting Owners still held on grimly to fourth place, just ahead of "St. Moritz", whilst Harrow had again popped up into sixth place, but were being threatened by the well-driven Chiltern H.R.G.s, for whom Blakeley was turning on the tap to no mean purpose.

Tilling continued to circulate with the white Singer, Bailey making a brief appearance for a few laps. Such was the lead of the Singer boys that James only had to keep going to make certain of victory.

The reception accorded the winners was worthy of a full-scale Grand Prix. Crowds mobbed the victorious Singers, whilst Keith McDowell, H. H. Attree, team-manager R. G. Ince and Co. danced a hornpipe. Laurel wreaths were produced for the winners, and for the Dotts brigade, first home in the 750 Formula category.

Then began the trek home. Cars that had careered round Silverstone for hours without so much as a splutter became obstinate when their owners tried to restart them. It was getting well into the night before the paddock was cleared of the last competitors' cars and tenders.

In many inns, pubs and hotels nearby the story of the 1952 Relay Race was lived again. How many, we wonder, spared a thought for the old Light Car Club which instituted the relay-type of race 'way back—ever so many years ago. At any rate, the new post-war series appear to be here to stay. G. G.

**RESULTS**

1. **Singer Owners' Club** (Team Manager: R. G. Ince, 47 credit laps), D. Eyre (972 Replica Singer), P. A. Bayley (972 Le Mans Singer) and James Tilling (1,496 "Automenders" 4-cyl. Singer), 270 laps, 59.7 m.p.h.
2. **Ford Saloons** (C. A. A. D. Mitchell, 70 laps),—Jack Reece (1,172 Anglia), Hamish Orr-Ewing (1,172 Popular) and J. G. Armstrong (933 Popular), 262 laps, 51.6 m.p.h.
3. **Odds and Bodds** (Roy MacKay, 44 laps),—H. H. Gould (1,292 TA M.G.), J. H. King (1,074 H.R.G.), M. D. King (1,250 TB M.G.), D. M. Jenkinson (1,496 Type 17 Bugatti), Count D. G. Maraldi (Fiat 7400) and W. C. Cuff (1,142 Cuff Special), 260 laps, 57.9 m.p.h.
4. **Sporting Owner Drivers' Club** (P. Weatley, 15 laps),—C. M. Kemp (XK 120 Jaguar), A. Thomas (1,484 Jupiter), A. A. Underwood (1,089

Riley Imp), G. B. L. Shea-Simmonds (3,917 Allard), P. Jackson (4,375 Allard), P. Westley (3,940 J.A.G.), 259 laps, 65.4 m.p.h.

5. **St. Moritz Tobogganing Club** (K. W. Schellenberg, 29 laps), G. L. Auty (1,506 H.R.G.), J. Beckwith-Smith (1,971 BMW), T. B. Carnon (1,496 Riley), N. V. L. Barclay (2,443 Riley), C. K. W. Schellenberg (1,087 Riley) and G. Davidson (1,485 Jupiter), 257 laps, 61.1 m.p.h.
6. **Chiltern H.R.G.s** (Pat Green, 19 laps),—R. C. Green (1,496 H.R.G.), Len Gibbs/Mrs. Bluebell Gibbs (1,496 H.R.G.), D. M. D. Blakeley (1,496 Le Mans H.R.G.), 257 laps, 63.7 m.p.h.

(Laps covered include credit laps.)

**Greatest Distance Covered:** 1. Individual XKs (C. P. Hazlehurst, 4 laps),—C. P. Hazlehurst, C. J. Toomer, D. T. Russell, Peter Blond, Alan Clarke and M. W. Head, 251 laps (actual)=403.6 miles.

2. **Sunbeam XKs** (D. O'M. Taylor, scratch),—D. O'M. Taylor, Lou Tracey and J. B. Swift, 251 laps (actual), 6 secs. behind "Individual XKs".

**750 Formula**

1. **Notts Area and Midland Centre** (Dudley Gabagan)—G. R. Gabagan (Ulster), G. Chatterton/H. B. Ridge (Fairley), R. D. Hole/E. G. Vaughan (Special), P. A. Cross/T. I. Woodman (Special), C. I. Howie (Special), J. W. Whitehouse (Pinfold Special).

\* \* \*

**KENT RALLY AND CONCOURS**

The Tunbridge Wells M.C. held their 5th Annual Rally and Concours d'Elegance on Saturday, 23rd August. A record number of spectators attended at both the Town Hall, where the Concours d'Elegance took place, and at Forest Road, Tunbridge Wells, where driving tests were held.

**The Premier Award and Century Cup**

was awarded to R. H. Austin with a 1950 Hillman Minx saloon, which was in perfect condition and has had several successes in South-East England this year. Austin also won the Concours d'Elegance, but as he could not take two awards it passed to H. T. Clarke, with a 1904 De Dion.

There were more entries for the Test this year than in any previous year, and the Dells were which came in second and third provided keen competition. B. Bowman's 1934 20 h.p. Standard with a 14 h.p. engine managed to snatch victory in the test by skilful driving.

**RESULTS**

**Final Order:** 1. R. H. Austin (1950 Hillman), 355 points; 2. A. E. Stradling (1913 Unic), 129½; 3. H. T. Clarke (1904 De Dion Bouton), 127½; 4. H. T. Budd (1907 Clement-Talbot), 124½; 5. G. F. Hill (1949 Morgan), 123; 6. J. H. Gould (1915 Singer), 121; 7. D. Denna (1911 Humber), 118½; 8. W. T. Pitt (1915 Napier), 111½.

**Century Cup**—Best performance of day: R. H. Austin (1950 Hillman).

**Rawson Cup**—Best in Concours: H. T. Clarke (1904 De Dion Bouton).

**Gibbe Cup**—Best performance in Driving Tests: B. Bowman (1934 Standard).

**Secretary's Cup**—Best performance, Classes I and II: A. E. Stradling (1913 Unic).

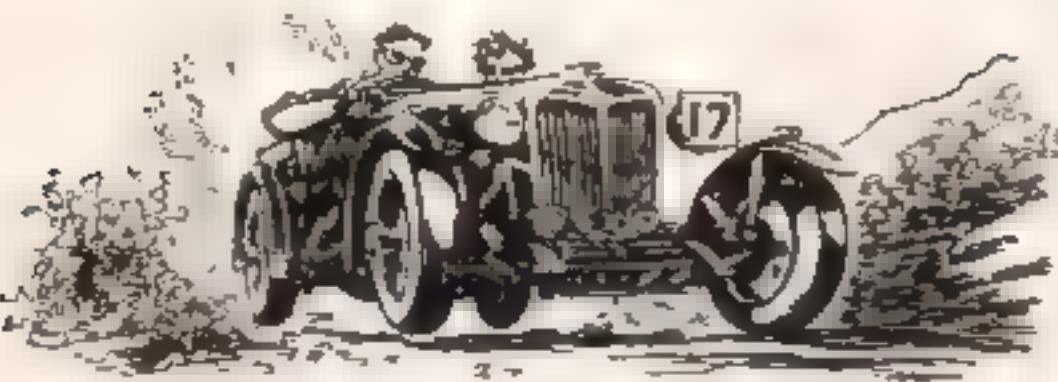
**Stevenson Cup**—Best performance by F.W.M.C. member: G. F. Hill (1949 Morgan).

**Concours d'Elegance**—Class Winners: Class I, H. T. Clarke (1904 De Dion Bouton); Class II, H. T. Budd (1907 Clement-Talbot); Class III, J. Bond (1928 Mercedes); Class IV, D. J. Weatley (1934 Lagonda); Class V, R. H. Austin (1950 Hillman).

**Driving Tests**—Class Winners: Class I, H. T. Clarke (1904 De Dion Bouton); Class II, A. E. Stradling (1913 Unic); Class III, H. L. Pownall (1929 Bentley); Class IV, B. Bowman (1934 Standard); Class V, R. Chappell (1950 Dellow).



**FELIXSTOWE RALLY:** J. R. Stoop (Mille Miglia Frazer-Nash) passes A. E. Cleghorn's Dellow at the beginning of the Snettisham S bends during the first Regularity Test of the Eastern Counties M.C.'s recent Felixstowe Rally.



THE regulations published on this page are from a bulletin issued by the Royal Automobile Club, and represent the findings of the Competitions Committee after a great deal of deliberation, on the subject of trials in general.

It will be noticed that tyre size restrictions apply only to "Specials". Mutilation of tyres and the use of motor-cycle covers are forbidden on all machines. An interesting point is that the insistence on a full and free differential could be overcome by any specials-builder who registers as a manufacturer—at least that is the impression conveyed by the wording of paragraph 2 (b). Presumably this paradoxical position will receive the attention of the R.A.C., and a clear definition given of a "manufacturer".

### 1. GENERAL

ENTRIES for the 1953 R.A.C. Trials Championship and its qualifying events will be required to comply with this formula. The formula is recommended for general use by organizing clubs as from 1st January, 1953, but clubs will, if they so wish, be free during 1953 to specify as an alternative "R.A.C. Regulations for Vehicles taking part in Trials and Rallies", issued July, 1949.

Organizing clubs should arrange for competing cars to be examined for compliance with the proper regulations at least prior to the Start of the competition. Additional examinations may be made at the discretion of the organizer.

#### 2. Vehicles Eligible

Any type of four-wheeled motor-car which is of sound construction and mechanical condition and

- (a) Complies with all legal requirements of this country with special attention to brakes, lighting system, running device, limiting motor speed, indicator, spare wheel and windscreen, carries a spare wheel and tire of the same type as the one it carries, or runs as a private car until it is properly insured for taking part in competitions.
- (b) A differential gear is fitted in full and free operation between the driving wheels except on those which are running in the condition of their makers or usual specification when such a gear were not fitted by the manufacturer.
- (c) A 4-wheel drive car is arranged to use rear wheel drive only. The front-wheel drive mechanism must be rendered inoperative if the car is to compete. It must be shown that this has been satisfactorily achieved.
- (d) Twin driving wheels, chains or other non-skid attachments are not fitted.
- (e) Tyres all conform to the R.A.C. Tyre Regulations.
- (f) Complies with the further regulations below:

#### A. Chassis

- (1) The chassis (except as provided in A(2) below) must be catalogued and marketed and be of a type acceptable to the R.A.C. as coming within the spirit of these Regulations. At least 50 of the chassis model must have

been produced or provision made for producing so and manufacturers may be required to satisfy the R.A.C. or the organizing club of this fact. Modifications are permitted provided

- (a) The original type and make of car be and its position in the chassis are unchanged.
- (b) Position of engine is unchanged.
- (c) Position of clutch and brake pedals is not moved without the permission provided by the manufacturer.
- (d) Wheelbase and track type of axles and suspension are unchanged.
- (e) If the chassis does not comply with (d), the wheelbase must not be less than the following dimensions:

Engine Capacity	Wheelbase
Up to and including 1,500 c.c.	6 ft 3 ins
1,440 c.c.	6 ft 6 ins
2,490 c.c.	7 ft 0 ins
Over 2,500 c.c.	7 ft 6 ins

The engine shall be located so that the centre of the front and spark plug of the engine is not more than 100 mm. from the centre of the front wheel hub, or the centre of the front wheel hub is not within 100 mm. of the front hub if there is not an operative gear reduction between the front of the engine

These measurements will be calculated in the rear of the hub and if more than one engine is fitted it will be made to the furthest point of the rearmost engine.

#### B. Body

- (1) The body features as provided in A(2) below must be as catalogued and marketed by the manufacturer of the chassis or an approved manufacturer and be of a type acceptable to the R.A.C. as coming within the spirit of these Regulations.

The provisions of Paragraph 1 regarding overhangs will not apply if such a standard body provision as above is made beyond the front hub measurement of 100 mm. and the spare wheel is carried as close as possible to the body.

Passenger(s) carried may occupy any normal seating provided in such a standard body.

- (2) If the body does not comply with (1) above it must be capable of carrying at least one passenger in addition to the driver. It must be of adequate strength and if a rear seat be constructed must be thermal and suitable for comfort purposes.

The driver and his passenger are regarded as a group. The passenger shall occupy fixed seats which he may not move, the rearmost of which seats are not behind a line connecting the centres of the rear wheel hubs. The rearmost position of any adult passenger seats shall not be more than 150 mm. behind the aforesaid line.

No part of any seat cushion (i.e. that part on which the occupant would sit) may be less than 6 mm. be wider than the top of the backrest or does not extend to an adjacent point with the seat occupied.

#### C. Fireproof Bulkheads

There must be some form of protection between the engine and the driver and passenger seats suitable and sufficient in case of fire for preventing the passage of flame to that part of the car occupied by the driver and passengers.

#### D. Bonnet

The engine of the car must be totally covered by a bonnet or casing having a plain side of metal which extends in the case of chassis carrying a 2.6-litre engine at least 60 mm. behind the centre line of the front wheels and forms a line continuous with the top and sides of the body.

#### E. Transmission

The transmission system must be beneath the floor of the car or secured in casings or covers of solid material.

#### F. Flooring

Within the driver's and passengers compartments there must be a complete floor of adequate strength rigidly supported.

#### G. Wings

Wings must be constructed of rigid material and must cover the full width of the tyres. If of metal construction, they must have wired, beaded or riveted edges.

# R.A.C. TRIALS FORMULA, 1953

## Move to Discourage the More Extreme Types of Vehicle — New Regulations for Specials

#### H. Windscreen

An effective windscreen or two separate 'aero' type screens shall be fitted.

#### I. Overhangs

The overhang permitted at the rear of the car except as provided in Paragraph B(1) shall not exceed one-third of the actual wheelbase. Overhang will be measured horizontally from the line through the centres of the rear hubs to the rearmost part of the vehicle or its equipment.

#### J. Temporary Parts

No temporary part of parts may be incorporated in the construction of the vehicle.

#### NOTES

1. A Digest of the various Statutes and Regulations relating to Motor Vehicles as published by the R.A.C. under the title "Motor Laws" copies are available from County Offices or from the R.A.C. Legal Department, 43 Park Lane, London, S.W.1. This is an up-to-date version of the Digest which appears in the R.A.C. Handbook.

2. Seating. It should be realized that under Paragraph B(1) one passenger (carried) must sit upon a seat forward of the rear hubs. The rear seat most position of seat includes squad seating or the like up to 12 ins.

3. The expression "adequate strength" used in Paragraphs B(1) and F shall mean that the component is of sufficient strength to fulfil the function for which it is designed.

4. The expression "Temporary part" (Paragraph D) shall mean a part which differs in type and/or material from that normally used on standard products in cars and which has to have an expectation of useful life in, with its designed function over a reasonable period.

## TYRE REGULATIONS

In regard to tyres, it has been decided to revert to an approved list of tyres. The list will be published as soon as information is received from manufacturers.

Tyre sections will be restricted in the case of special cars to:—

Engine Capacity	Section
Up to and including 2,500 c.c.	5 00
Over 2,500 c.c.	7 00

In the case of other cars of which at least 50 chassis have been produced or for which manufacturing provision has been made to the satisfaction of the R.A.C. no restriction on size will be made except that the standard wheel and rim as sold with the car must be used, and the type of tyre is on the approved list.

Modification of standard tyre tread pattern will not be permitted.

This last regulation comes into general effect forthwith and is to be applied to the remaining events in the 1952 Trials Championship series.

It is intended that tyres on the approved list shall be confined to those marketed for normal road use.

The Competitions Committee gave a ruling on certain appeals brought before it concerning the use of Dunlop "Universal" tyres that, as these tyres are listed by the manufacturers for use on motor-cycles, they are not permitted on cars.





## JAGUAR WINS JOHORE G.P.

Derek White Takes Honours in Premier Malay Road-race—Moncrieff (Cooper-J.A.P.) Breaks Lap Record

ON 3rd August, 1952, 16 of the fastest cars in Malaya battled for the annual Johore Grand Prix. This year the very fast Cooper twins had to play second fiddle to the XK 120 Jaguar sports-cars driven by Derek White, and the Kuala Lumpur man Saw Kim Thiat, who finished runner up to White. For the first five laps, Moncrieff (Cooper-J.A.P. "1,100") led from Ferguson (Cooper-J.A.P. 1,000). The last-named halted on lap 12 with mechanical bothers and lost several laps repairing his car. He returned to the fray, and driving with great verve, worked himself up to third place which he kept till the end.

In the last stages of the race, Kim Thiat made an all-out effort to catch White. On the last lap, he closed up on the British driver and the two XKs dashed over the line with less than 10 yards between them. L. H. Chan (TD M.G.) was a gallant fourth.

A 10-lap (20.6 miles) 1½-litre event was won rather easily by Chia Eng Quee in H. M. Browne's Airhen Special, which is basically Jowett Javelin. Milne (1,100 Cooper) and Ferguson (998 Cooper) were too fast for the rest in the 10-lap handicap, Milne winning at 57.22 m.p.h.

TC M.G.s had a clean sweep in the production car event, Kim Thiat winning at 48.91 m.p.h., with C. O. Jennings and D. I. Jansz second and third in that order. A Le Mans-type of start was used for this race. A. H. Chan (Singer) crashed at Jail Corner when in the lead.

The prizes were presented by H.R.H. Tunku Amiza, wife of the Regent of Johore.

### RESULTS

#### The Johore Grand Prix (70 laps, 72 miles)

1, Derek White (3.442 Jaguar), 58.27 m.p.h.; 2, Saw Kim Thiat (3.442 Jaguar); 3, J. G. M. Ferguson (998 Cooper-J.A.P.); 4, L. H. Chan (1.250 TC M.G.); 5, L. C. Chan (1.250 TC M.G.); 6, Neil Moncrieff (1,096 Cooper-J.A.P.); 7, Reddish (A40 Austin). **Fastest lap** Moncrieff (62.71 m.p.h.). **Course record** Production Car-race (10 laps). 1, Saw Kim Thiat (TC M.G.), 48.91 m.p.h.; 2

(Top) Start of the Johore G.P. showing (L. to R.) Neil Moncrieff (Cooper-J.A.P.), Derek White (XK 120 Jaguar) and Capt. C. O. Jennings (M.G. 1½).

★

(Right) Derek White receives his victor's laurels from Datin MacKenzie

Courtesy Standard Pictures

C. O. Jennings (TC M.G.); 3, D. I. Jansz (TC M.G.); 4, C. P. Thomas (TD M.G.). **Fastest lap:** Thiat, 51.75 m.p.h.

1,500 c.c. Race (10 laps): 1, Chia Eng Quee (Airhen Spk.), 54.01 m.p.h.; 2, P. J. Caroline (IA Spk.); 3, Kok Kum Woh (Fiat Spk.); 4, Lim Peng Han (NK Spk.).

Handicap (10 laps): 1, Jimmy Milne (1,106 Cooper-J.A.P.), 57.22 m.p.h.; 2, J. G. M. Ferguson (998 Cooper-J.A.P.); 3, Chia Eng Quee (Airhen Spk.); 4, L. H. Chan (TD M.G.).

#### NORTH CORNWALL EVENING RALLY

The North Cornwall M.C.'s Evening Rally took place on 28th August. Starting at Ladycross near Launceston 18 competitors rallied to the Club President's estate at Polapit Tamar where they were confronted with a series of driving tests. First came an easy starting or "Le Mans" start test in which Dr. A. H. Mayne put up the best time with his Healey, followed by A. D. Carr in a Morris Minor. There followed a slow-running test, clutch-slipping and braking being barred and to everyone's surprise the slowest times were all made by sports-cars, first being Mrs. F. C. Mayne with the Fanifold and second L. J. Sandercock in his Morgan 4/4.

Test Three was a complicated garaging



Mrs. Leslie Major, then entertained everyone to supper and an informal dance afterwards, during which the results were announced. The Chairman Bill Edwards, thanked Mr. and Mrs. Major on behalf of the Club for their hospitality and presented Mrs. Major with a brooch made as a replica of the Club badge. And so ended a most pleasant evening in beautiful surroundings and with superb weather.

#### PROVISIONAL RESULTS

1st Class Awards: P. W. E. Prince (M.G. 1½-litre); G. S. Edwards (Ford Spk.); Dr. A. H. Mayne (Healey).

2nd Class Awards: J. T. Skinner (Riley); L. J. Sandercock (Morgan 4/4).

#### MORGAN THREE-WHEELER CLUB (N.W.)

MEMBERS of the N.W. group of the Morgan Three-Wheeler Club are requested to support the Social Evening and Annual General Meeting to be held at the Brandon Hall Hotel, Brandon, Coventry, on Saturday and Sunday 27th/28th September.

On Sunday, 28th September, a Social Run will take place. Manchester members should meet at 9.15 a.m. East Lancashire Road, Irlams-o'-th'-Height, meeting the Liverpool contingent at 10.30 a.m. in St. Johns Lane, Tunnel Entrance.

# RACING IN CORNWALL

**Davidstow Debut in Downpour—Ken Watkins (Cadillac-Allard)**  
**Fastest Lapper at over 85 m.p.h. — Keen Local Reception**

The Davidstow circuit, a mile and a half south-west of Davidstow village in Cornwall, is one of the latest of the many airfield courses to come into use in this country. Developed by keen South-west enthusiasts, its baptism on 9th August, when the first invitation race meeting took place, was violent but unexpectedly successful. The event was held in appalling weather, with heavy rain and winds which grew to gale force, and a attendance of about 800 was hopefully predicted, whereas, in fact, a crowd of over 3,000 stalwarts defied the elements to watch.

The meeting run jointly by the Cornwall Vintage C.C. and the Plymouth M.C. consisted of three events: a 20-minute race, a standing start half-mile sprint and a team relay race, whilst, mainly for experimental purposes, there were also demonstration runs between events by Jack Westcott's Kieft and G. Seale's Emeryson 500s.

Race one, divided into classes, saw wins by H. C. van Wadenouwen (Austin Seven), P. W. McNaughton (Sunbeam), W. Featherstone (Singer), W. Ash Cleave (Morris Special), Ken Watkins (Allard), S. Guttridge (Lancia) and C. C. Reed (Ford). Ken Watkins made B.T.D. in the sprints with his Cadillac-Allard, clocking 28 secs. The nine-lap team relay race was won by the W. A. Cleave/S. D. Guttridge/R. G. Hughes trio, at 62.4 m.p.h.

There was a great deal that was experimental about this meeting, and inevitably there were some rough edges to the organization. However, considering the difficulties of the weather and the fact that the whole event was organized from scratch in less than a month, the miracle was that a meeting was held at all. Much useful experience has been gained and it has been conclusively shown that there is a very large potential public for motor-racing in the South-west. The Joint Committee set up by the C.V.C.C. and the Plymouth Motor Club to run this first joint meeting has now been established as a permanent committee.

and it is planned to run further and better events next year. As a result of favourable reports from the two drivers who made demonstration runs with the Kieft and the Emeryson, it is intended to introduce a 500 cc. class next year if possible.

The Davidstow circuit is roughly an elongated D shape, comprising the main runway and the eastern side of the perimeter track. The length of the circuit is 2.6 miles, and alternative shorter circuits can easily be devised. It is clearly a very fast circuit, as at present arranged, as will be seen from the fact that Ken Watkins, with the Cadillac-Allard, put up the fastest lap of the day at over 85 m.p.h. The course might be made more interesting, from the point of view of both spectators and of competitors, if some artificial bends were introduced into the main runway. It is also considered desirable for future years to reduce the width of the track where it utilizes the main runway to the same width as the perimeter track.

Another urgent requirement is the provision of better public enclosures and facilities on the perimeter track side, since this is the most interesting part of the circuit. It is also intended ultimately to renovate the old flying control tower for use as offices, first aid room, and race control centre. Considerable improvements are also necessary in the arrangements for public car parks, but this problem will be greatly eased when the old pre-war public road is reinstated. It will then be possible to use the two east-west runways as car parks. The course will also be ultimately much improved when the Forestry Commission's trees have grown sufficiently to provide a wind-break against the prevailing south-westerly winds.

The whole project has been remarkably well received in the district, the organizers' only difficulty since the event being in explaining to completely uninitiated locals that they cannot run these things weekly like speedway meetings!

The principal means of access to Davidstow is from the main Camelford-Launceston road, by a turning about two miles north-east of Camelford, signposted "To Altarnun".

Fixtures for next year are still subject to discussion by the Joint Committee, but Whit Monday and Saturday, 1st August, have been mentioned as possible dates.

## RACE RESULTS

(9th August Meeting)

**Event 1. Class 1 (Vintage cars up to 1,499 c.c.):** 1. H. C. van Wadenouwen (Austin Seven), six laps in 18 mins. 2 secs. (81.91 m.p.h.); 2. W. T. Lewis (Riley Nine).

**Class 2 (Vintage cars, 1,500 c.c. and over):** 1. P. W. McNaughton (3-litre Sunbeam), seven laps in 17 mins. 30 secs. (62.4 m.p.h.).

**Class 3 (Any car, up to 999 c.c. U/a.):** 1. W. Featherstone (Singer Nine), seven laps in 20 mins. 24 secs.; 2. B. K. Harper (Lester-MG); 3. R. H. Kirkland (MG).

**Class 4 (Sports-cars, 1,000-1,500 c.c.):** 1. W. A. Cleave (Morris Spl.), 10 laps in 22 mins. 18 secs.; 2. R. G. Hughes (M.G.); 3. J. D. Bryant (Bryant Spl.).

**Class 5 (Sports-cars, over 1,500 c.c.):** 1. K. Watkins (Cadillac-Allard), 11 laps in 20 mins. 31 secs., 83.71 m.p.h.; 2. E. D. Scobey (Healey).

**Class 6 (Standard saloons or drop-heads, 1,000-1,499 c.c.):** 1. S. D. Guttridge (Lancia Aprilia), eight laps in 20 mins. 18 secs., 61.48 m.p.h.

**Class 7 (Standard saloons or drop-heads, 1,500 c.c. or over):** 1. C. C. Reed (Ford Zephyr), nine laps in 21 mins. 14 secs., 65.09 m.p.h.; 2. G. H. Turnbull (Vauxhall); 3. Mrs. J. M. Russell (Vauxhall).

**Relay Team Race (nine laps):** 1. W. A. Cleave (Morris Spl.), S. D. Guttridge (Lancia Aprilia) and R. G. Hughes (M.G.), 22 mins. 28 secs. 62.4 m.p.h.

Indeed, by now it must share a place in the enthusiast's heart with the more famous club circuits at Goodwood and Silverstone.

## BOLTON-LE-MOORS NIGHT TRIAL

The Bolton-le-Moors Club's Balmforth

Trophy event is this year being run as a Night Navigation Trial, on Saturday, 13th September. A course of 150 miles has been planned over main and secondary roads, beginning at Turton (King William IV Inn) at approximately midnight, and ending at Bolton. Details and regulations can be obtained from the Hon. Competitions Secretary, H. Whalley, of 101 Blackburn Road, Darwen, Lancashire.

## MID-SURREY A.C. AT REDHILL

ON Sunday, 24th August, the Mid-Surrey A.C. held their Driving Tests meeting at Redhill Aerodrome. Glorious weather, and an entry of some 30 cars, assured the success of a well-run event. During the day 10 tests were run off and provided entertaining motoring for both competitors and spectators.

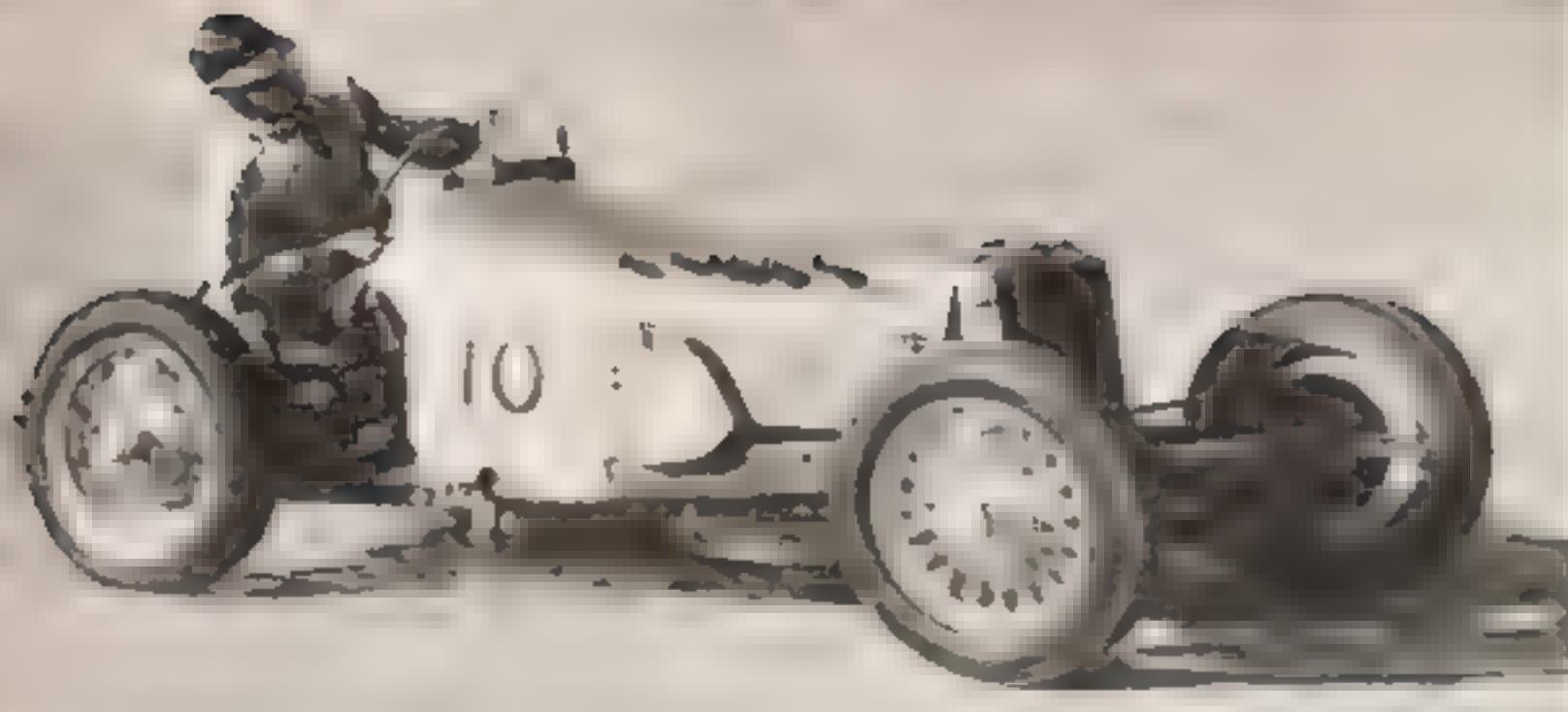
All tests were demonstrated by R. Denham in his hand-controlled A40, in a manner scarcely credible of a disabled driver. Cars varied from J. Dale's "bulldozer" Morris to modern "unware", and such vintage elegance as Hydro-East's Alfa Romeo and O'Connor's Frazer-Nash, plus, of course, a few trials specials.

By consistent driving of a high stan-

dard, J. Richmond earned off the Championship of the meeting, winning his class in four of the tests. The class for disabled drivers became a duel between B. G. Hansson and P. Smith. R. Denham having gearbox trouble with his unusually fast Invacar.

The Visitors' Class was won by T. Hasemer in his Austin 7, competing against M.G.s and an Allard. The closed-car class revealed that the "moderns" could take ruthless handling without collapsing, and G. Pelett demonstrated that even the big American of pre-war vintage could return a fast time, when well handled.

Once again the Redhill site had provided a fine day of motoring sport, and



AUTOSPORT, SEPTEMBER 5, 1952

**CHAMPION.** W. Knight, in the Jaguar-powered L.T.S., winner of the 1952 Jersey Sand-racing Championship

catch up on his 40-second handicap. On the last lap he just managed to pass him, but neither were able to catch Gorval.

Chief point scorers for the meeting were: Knight 28, Reynolds 20, Vardon 18 and Jones and Le Gallais both 16.

The 1952 Championship was won by W. Knight with 112 points, followed by D. J. Vardon with 100, W. J. Reynolds 84 and G. L. Aspland 64.

K.N.E.

## JERSEY SAND-RACING

W. Knight (L.T.S. Jaguar Special) Wins 1952 Championship

THE final meeting for the 1952 Jersey Sand-race Championship was held on 28th August at St. Ouen's Bay. The circuit is laid out as the tide recedes, and to avoid a few soft patches, the course is long and narrow, giving a very short 180 degree bend at each end. As usual the lap was about a mile long, but since it varies slightly for each meeting, no times are recorded.

The weather was fine and sunny, and a large crowd of spectators lined the circuit and the sea wall overlooking it.

The first event was a five-lap scratch race for Grade 2 cars. W. J. Reynolds (988 Taylor Special) took the lead immediately, and, cornering close in at each end, held first place throughout. Second was W. Alluto in his "Ford 10 on Austin 7 Chassis" Special who just beat R. Gorval (Q.M.A.C. Special) on the final lap.

Some fine driving was seen in the next event, which was for Grade 1 cars. This was won by W. Knight who handled his powerful 3½-litre Jaguar-engined Special in fine style. A. Owen was in second place for the first lap, but was slowed considerably by misfiring of the Skinner Special, and dropped well back. This let Frank Le Gallais into second place with his rear-engined Special; next came D. J. Vardon (V.M. Special).

Third event was for under 2-litre cars, and was won by W. J. Reynolds. Close behind him were B. J. Jones and D. Vardon scrapping for second place. Jones was driving his very reliable 1,776 c.c. Jaguar Special which has a Standard 9 front end, and a Standard 12 rear; he was the only driver who went into the bends in a true four-wheel drift. As the sand became a bit churned-up, it was difficult to hold the car steady right through the bend, but he certainly wasted no time. Vardon cornered fast also, and close in, and eventually took second place. On the North Corner, Alluto found his Special a bit of a handful, and always seemed to hit a soft patch of sand. On two occasions, he slid violently, and ran into the centre of the circuit before he could correct. No nasty straw bales here—only a row of marker flags—so no damage was done. N. Le Gros (1,250 M.G. Special) eventually pipped Alluto for fourth place.

The next event for over 2-litre

machines saw three starters only. Several cars were receiving attention, but the programme could not be held up as there was no King Canute to hold back the tide. Knight in the L.T.S. took the lead followed by Le Gallais. Owen in the Skinner Special completed three laps before ignition troubles forced him to retire. Le Gallais managed to hold Knight for most of the race, but finished second with his engine boiling furiously.

The final event was a 10-lap handicap, and brought out eight cars. By now the corners were getting bumpy, and the two scratch men—Le Gallais and Knight—had to drive hard to catch the early starters. Gorval had got the Chev engined A.C. going well again and made full use of his handicap. After three laps, Reynolds, who had been well placed, retired, and, on the fourth lap, Le Gallais succumbed to overheating troubles. This left Jones in the Jaguar coming up fast in close company with Vardon and Alluto, with Knight some way behind. Gradually Jones drew ahead with Knight doing his best to

## N. MIDLAND M.C. MIDSUMMER TRIAL

THE N. Midland M.C.'s Midsummer Road and Test Trial took place last month. There were two classes, open and closed, and the road course was over approximately 100 miles in Lincolnshire. Four tests were held on private ground *en route*, and a further three on Bircotes aerodrome. There were 20 entrants and of the 19 starters 12 came through the road section without loss of marks, which led to keen competition in the final tests.

The Bircotes Trophy for the best performance of any competitor was won by A. D. Aldred (TD MG) with a total test time of 170.51 secs., which was also the best test time for the open class. Other award winners were: Open Class: 1, R. A. Hopkinson (TD MG) 172.13; 2, K. A. Scales (TD MG) 179.04; 3, June Dickinson (TD MG) 188.54. Closed Class: 1, R. H. Netherwood (Velox), 205.91; 2, E. S. Sneath (Sunbeam-Talbot), 207.10; 3, M. D. O. Mayne (Morris 10), 213.64. Best test time in the Closed Class was F. Harrison (Anglia 10) with 199.29 secs.

The next North Midland Club event is the closed Test Trial which takes place this Sunday at Bircotes. There will be classes for Open, Closed and Special cars, and entries close today—5th September.



**SAND-STORMER** B. J. Jones in a typical slide with his 1,776 c.c. Jaguar-engined L'Etaco.

# NEWS FROM THE CLUBS

## BENTLEY DRIVERS' CLUB INTER-REGIONAL TEAM TESTS

The B.D.C. Team Tests held at Esso House, Abingdon, on Saturday, 24th August, consisted of six tests for acceleration and braking, forward and reverse (three variations) paraging, and width-judging. Midland Region's A team, comprising F. E. Day, A. Pitts, M. O. Baker and D. W. D. Showell, came out as best performers with a debit of 38.6 points. Mid-West A (G. H. G. Burton, A. Godsal, J. S. Hart and B. Mountfort) were second with 40.3 points debited, and third were North-West Region A team (K. Frith, E. S. Berry, R. Grant and D. L. Armitage) with 47.2 marks lost.

Best competitors in each test were: Lt.-Col. C. H. D. Berthon in Test 1; J. Evan Cook and A. Godsal equal in Test 2; E. S. Berry (Test 3); R. S. Rickeron (Test 4); A. Godsal (Test 5) and C. Wells (Test 6). Ian Brown, of the Eastern Region's A team, put up best individual performance.

## FURNESS SUMMER CONSISTENCY TRIAL

The Furness District M.C.'s Summer Consistency Trial for the Thurston trophy and Trophy took place on Sunday, 24th August. Best performance was made by F. A. Love (Morris), who covered the course in a time within 1 min. 20 secs. of the set schedule. W. M. M. Tyson (Vauxhall) gained the only 1st Class Award, and the Team Award went to F. A. Love, Mrs. D. Buck and G. A. Roberts.

### RESULTS

Premier Award: F. A. Love (Morris), 1 min. 20 secs.

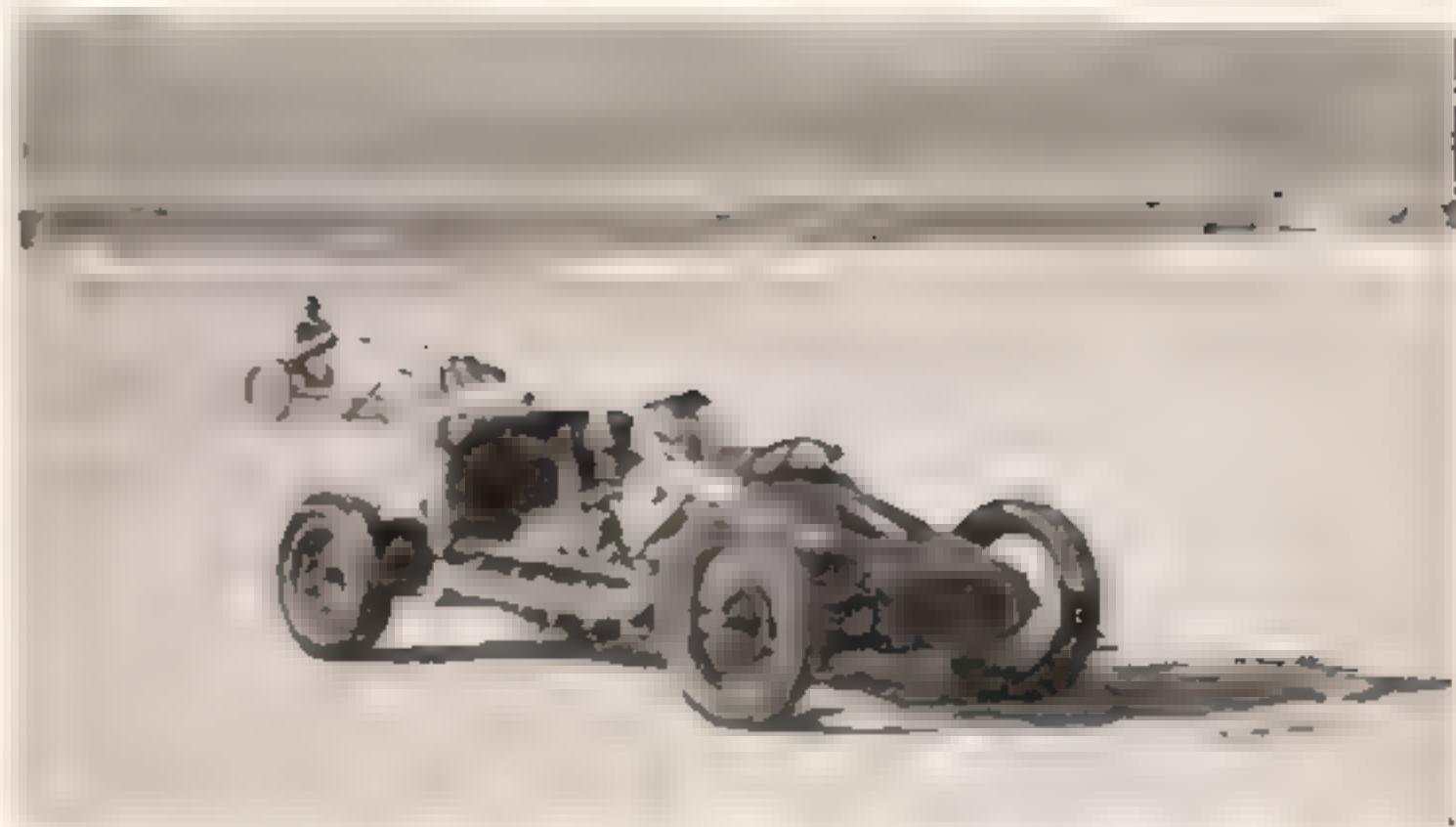
1st Class Award: W. M. M. Tyson (Vauxhall), 2 mins. 15 secs.

2nd Class Award and Ladies' Award: Mrs. D. Buck (Morris), 4 mins. 23 secs.

3rd Class Award: G. A. Roberts (Javelin), 4 mins. 31 secs.  
5. A. Bamford (Ford), 7 mins. 14 secs.  
6. O. W. Partington (Ford), 8 mins. 5 secs.; 7. Mrs. O. W. Partington (Morris), 8 mins. 24 secs.; 8. C. L. Kinns (H.R.G.), 8 mins. 35 secs.

## "WAR OF THE ROSES"

The Yorkshire Centre of the B.A.R.C. are holding their Main Road Trial on Sunday, 7th September, over a course of about 75 miles, starting and finishing at the Rising Sun Hotel, Bamford, North Derbyshire. The event will be a team competition between the North Western and the Yorks centres of the B.A.R.C. The route will be over main and secondary roads in North Derbyshire. First competitor leaves at 2 p.m.



**SANDHOPPER:** Frank le Gallais in his 3,622 c.c. Special with V8 Ford engine mounted amidships, leads W. Allato's 1,172 c.c. A.F.S. on the sands at St Ouen during the Jersey race meeting on Thursday, 28th August

## NORTHERN LAGONDA CLUB MEETINGS

The Northern Section of the Lagonda Club hold monthly meetings on every second Tuesday, venues alternating between the Roe Cross Hotel, Mottram, near Stalybridge (next meeting, October 14th) and the Saracen's Head, Warburton (B5159), near Altrincham (next meeting, September 9th).

## THE SIXTH HANTS AND BERKS NIGHT TRIAL

"A nocturnal test of map reading, navigation and driving, unsuitable for novice navigators"—that is the Hants and Berks M.C.'s description, in their regulations, of the Night Navigation Rally due to be held on 4th and 5th October. As an experts' event, entries are to be restricted to 75, selected on a basis of entrants' and navigator's experience in well-known events of the type.

The course is in the Oxford and Newbury district (sheet 158 of the new popular edition of the 1 in. Ordnance Survey maps) and will contain a number of control points "not necessarily accessible by car", which, with memories of past H and B. navigational events, can mean an awful lot. Total distance to be covered will probably exceed 100 miles.

Starting and finishing point will be Elcot Park (394693). Clubs invited to join H. and B. in this event are Vintage S.C.C., A.C.O.C., 750 M.C., Cemian M.C., Maidstone and Mid-Kent M.C., London Enthusiasts' C.C. and Tunbridge Wells M.C. Entries must reach the Secretary of the Meeting, Holland Birrell, of 3 Pondtail Road, Fleet, Hants, by first post, Saturday, 27th September.

## NORTHERN V.S.C.C. MONTHLY MEETINGS

The Northern Section of the Vintage Sports-Car Club hold evening meetings every second Thursday of the month at The Wheatsheaf, Baslow, Derbyshire. Next meeting takes place on 11th September.

## VETERAN C.C. HULL-SCARBOROUGH RALLY

This Sunday, 7th September, the North-Eastern section of the Veteran C.C. of G.B. are holding their Rally and Concours d'Elegance, in which competitors set off from Ferensway, Hull, at 10 a.m., and are due to reach Scarborough by 2.30 p.m. An entry of 96 cars, all pre-1917, has been received, the earliest being R. Lawson's 1896 Léon Bollée 3 b.p. Voiturette.

Members of the Bridlington and District and Scarborough and District Clubs are co-operating with the V.C.C. in providing control marshals in their areas of the route.

## NO M.C.C. SPORTING TRIAL

It has been decided by the M.C.C. that their annual Sporting Trial, due on 11th October, will not take place this year.

## SUNBAC AT SILVERSTONE TOMORROW

Events for sports-cars and 500 c.c. racing-cars will make up tomorrow's programme at Silverstone, run by the Nation Coldfield and North Birmingham A.C. There will be races for small and large sports cars, an all-comers' hand, up a 500 Formula race over six laps, special all-Jaguar and all M.G. events and a 10-lap race for 500 c.c. racing-cars.

A record entry of over 90 cars has been received. Charles Headland and W. ("Bill") Nicholson, motor-cycle scramble and trials star, are competing with Kiefta in the 500 c.c. race.

The "long", 1.825 mile Silverstone Club circuit will be used. First race starts at 1 p.m.

## HALF-LITRE 100 MILES RACE

The Award for best performance by an amateur-built car in the Half Litre Club's Silverstone 100 miles race on 23rd August, goes to V. P. Labrum (Labram). O. Issard Davies (Cooper-Triumph), who finished 8th in the Final, put up the best performance by a "Junior" category driver.

News from the Clubs—continued

### CHELTENHAM NIGHT NAVIGATION RALLY

Tomorrow night, 6th September, Cheltenham M.C. members set off on a 150-mile Night Navigation Rally, over main and secondary roads, in the Gloucestershire area. Their guide will be the route card issued at the start and the 1-in. Ordnance Survey map No. 141, Brecon, with national grid. First competitor leaves Priory Street, Cheltenham, at 10 p.m.

### DISABLED DRIVERS' AUTUMN RALLY

On Sunday, 14th September, at 2.30 p.m., the Disabled Drivers' Motor Club will hold an Autumn Rally at Comber's Meadow, Handerover, Sussex. Driving tests for members and non-members will be held, entries being accepted on the field, there will also be a treasure hunt, an exhibition of veteran, vintage, sporting and racing vehicles, and other attractions.

All enthusiasts are invited to the Rally. Admission is free and refreshments will be available. Secretary of the Meeting is F. Wimble, of 405 Wickham Road, Shirley, Croydon, Surrey.

### CHILTERN C.C. CONCOURS D'ELEGANCE

NEARLY 50 entries have already been received for the annual Concours D'Elegance to be held on 7th September in High Street, Amersham. Notable entries include two Rolls-Royces from the collection of S. E. Scars, as well as outstanding pre-war and post-war examples of the same marque from Raymond Way and P. A. Barden. The oldest car entered to date is Major Fairhurst's 1899 Decauville, whilst the Vintage class is dominated by "Old School" Bentleys. J. W. C. Cross's pre-war Alfa Romeo is another car which always draws a big crowd. The special "Chiltern" Cup for post-war cars costing less than £100 basic price will see competition from such varied cars as M.G., Morgan, Dellow, Ford, Hillman and Austin. The latest model Bentley saloon of Peter Jackson and the well-known Alvis drop-head coupé of Richard Blackwell are also certain to provide serious competition for some of the major awards.

Judging of the event will commence at 2.30 p.m. and the results will be announced at five o'clock, followed by the presentation of rosettes to all the award winners by Lady Curzon.

Entries for the event can still be accepted up to 2 p.m. on the day of the Concours at 25s. per car with an additional 7s. 6d. for participation in the Pride of Ownership competition which is run concurrently with the Concours D'Elegance but is judged separately.

Secretary of the meeting, from whom full details may be obtained is S. H. Statham, Devonshire Close, 39 Devonshire Street, London, W.1. Phone Langham 7101; or from the Competitions Secretary: Patrick Green, "Corriebey", The Avenue, Amersham, Bucks. Phone: Amersham 382.



### CECIL HEATH'S B.T.D.

Two speed trials at Westwood Park organized by the Hagley and District C.C. attracted a varied entry of sports, saloon and racing-cars. Best time of the day was recorded by Cecil Heath (1,096 c.c. Cooper-J.A.P.) with 21.58 secs. This breaks Peter Collins's old record of 22.20 secs. H. Sutcliffe's Frazer-Nash was fastest sports-car with 22.79 secs.—a remarkably good time. A report and pictures will be published next week.

### RESULTS

Racing-cars. Up to 500 c.c. Jack Moore (Wasp-Norton), 23.14 secs. 1,100 c.c. Cecil Heath (Cooper-J.A.P.), 21.58. 2,000 c.c. R. M. Blomfield (Bugatti), 26.04.

Sports-cars. 750 c.c. D. J. Hurd (Austin), 36.72 secs. 1,200 c.c. J. H. Dobbs (Buckler), 28.17. 1,201-1,500 c.c. C. H. Threlfall (Topper), 25.24. 1,501-3,000 c.c. D. O'M. Taylor (Jaguar), 21.20.

Saloons. 1,400 c.c. D. B. Fluett (Austin A40), 33.72. Over 1,400 c.c. R. S. Hawkewood (Healey), 28.43. B.T.D.s. C. Heath (Cooper), 21.58 secs. (New Course Record).

AUTOSPORT, SEPTEMBER 5, 1952

### MID-WEST SPRINTERY

The West Hants and Dorset M.C., in conjunction with the 750 Club, are holding a closed sprint-meeting at Ibsley on a half-mile course on 20th September. There will be classes for racing-cars up to and over 500 c.c., and 1,300 c.c., 1,750 c.c., 3,000 c.c., and unlimited sports- and saloon-car categories. Entries will be confined to members of the promoting clubs and will close on 16th September. Details from either Pauline Jess, Dodding, Wimborne, Dorset (W.H. D.M.C.), or Ken Welfare, 56 Harrow Road, Bedford, Middlesex (750 Club).

On 26th October, end-of-season, win-or-bust merchants are catered for by the same two clubs, this time with "750" as the instigators. This takes the form of an invitation sprint event at Tarrant Rushton airfield, and amongst those asked are Bristol, Hants and Berks, Aston Martin and Gosport clubs. Details from Miss C. M. Christison, 40 Landguard Road, Southampton.

Both events will have special classes for 750 Formula cars.

### CLACTON RALLY

The East Anglian M.C.'s Clacton Rally takes place on 26th-28th September and not 12th-14th September as stated on page 282 of last week's issue. Late entries at £3. 3s. per car will be accepted up to 10th September. The route is approximately 270 miles long and there will be two special sections with the emphasis on navigation and time-keeping. A bonus marks system is being used to ascertain the winners.

## THE "EIGHT CLUBS" RALLY

STARTING on the evening of Friday, 17th October and ending at Eastbourne the following evening, the "Eight Clubs" Rally is now taking shape. To enable competitors to select their own starting points, there will be a telegraphic start from 6 p.m. onwards on Friday evening, 75 marks being gained by those entrants whose telegrams show them to have covered that number of miles in the two hours preceding their arrival at the rallying point (the Stone House Hotel, Hatfield, Herts). This rallying point will offer facilities for replenishment of both crews and cars, and an interval of one hour between due arrival and departure times will be set aside for this purpose and for scrutineering.

An average of 28.8 m.p.h. will be demanded over road sections of about 300 miles. These will include a driving test by the cars' lights, and a lengthy regularity test, while the results of a simple test after the breakfast stop will be used to resolve ties. The accent will be heavily on navigation, and entrants are advised to carry an ample supply of navigators. Six-figure map references will predominate, but other methods of route plotting will also be employed. There will be no penalty for early arrival at controls, though substantial penalties for lateness, but averaging more than the R.A.C.'s official limit of 40 m.p.h. between controls will carry disqualification, and the average actually recorded between two pre-determined

but undisclosed points will be used to set each competitor's required speed through the subsequent regularity test.

On reaching Eastbourne at mid-morning, cars will be scrutineered for damage, and will then be put through an arrival test. After lunch a comprehensive driving test will be held on the promenade; each competitor will have two runs, better of the two to count. During Saturday evening an informal party will be held in a meeting place licensed kindly placed at the disposal of the Eight Clubs by the Eastbourne Corporation. Competitors, members and friends are cordially invited to attend. It is hoped to announce provisional results during the evening.

Competitors are expected to make their own arrangements regarding meals (breakfast apart), while those who wish to stay over Saturday night must arrange their own hotel accommodation.

A novel feature of the Rally is the Inter-Club Team Contest. This will be won by the club, three members of which put up the best aggregate performance, but clubs will not be required to nominate their teams in advance. Each competitor, expert or novice, will therefore have the opportunity of helping his club to win the contest.

Supplementary Regulations will be available in a few days' time on application to the Secretary of the Meeting, A. A. Balsom, of 6 Alverstone Road, London, N.W.2.

# Shelsley Walsh International Speed Hill-Climb

July 21, 1952



*Congratulations to Mr. P. D. C. Walker*

*who with his*

# JAGUAR XK 120C

*set up a*



# NEW SPORTS-CAR RECORD

*at*

# SHELSLEY WALSH

also gaining the Attwood Shelsley Trophy for the fastest time of the day by a Production Sports-Car.

★ TIME 41.14 SECONDS

## News from the Clubs—continued

## COMING ATTRACTIONS

September 6th. Irish M.R.C. Wakefield Trophy Race, Curragh, Co. Kildare. Start 3.45 p.m.  
 Brighton and Hove M.C. Speed Trials, Madeira Drive, Brighton, Sussex. Start 10 a.m.  
 Sunbeam Race Meeting, Silverstone. Start 1 p.m.  
 Cheltenham M.C. Night Navigation Race. Start, Priory Street, Cheltenham, 10 p.m.  
 N. of Ireland M.C. Trial, Londonderry.  
 South Caernarvonshire M.C. Gymkhana, Portmadoc School Yard. Start 2.30 p.m.  
 Riley M.C. (Scottish Lowlands Centre) Gymkhana.  
 Redditch M. and C.C. Rally and Concours, Worcester.  
 September 6th/7th. Leicestershire C.C. Bowmaker Trophy Night Trial. Start, Leicester East Aerodrome, Stoughton, 11 p.m.  
 Falkirk and Dist. M.C. Rally.  
 September 7th. Italian G.P. (F2) and Coppa Inter-Europa (S.), Monza.  
 G.P. de l'A.C. du Nord (S., T.), France.  
 Chiltern C.C. Concours d'Elegance, Amersham, Bucks. Start 2.15 p.m.  
 Veteran C.C. Scarborough Rally. Start, Ferensway, Hull, 10 a.m.  
 Coventry and Warwickshire M.C. Autumn Rally. Start, Atteborough Farm, Water Orton, Warwickshire, 12 midnight.  
 Cornwall V.T.C. Rally Driving Tests, Davidstow Aerodrome, 2.30 p.m.  
 N. Midland M.C. Test Trial, Bircotes.  
 Vintage S.C.C. (Midlands) Rally and Driving Tests, Moddersfield.  
 Newcastle and Dist. M.C. Rally. Starting points: Newcastle, Penrith and West Hartlepool.  
 Sunbeam M.C.C. Pioneer and Club Rally, Newlands Corner, near Great Horndale, Surrey. Arrive Horn Lane 11 a.m. +2 noon.  
 B.A.R.C. (S.W.) Hill-Climb, Brunton, near Ludgershall, Wilts.  
 Herefordshire M.C. Hill-Climb, Colwall, Malvern.  
 Exmoor M.C. Trial.  
 September 9th-10th. Tour de France (S., T.), Nice-Nice.  
 September 11th. Jersey M.C. and L.C.C. Hill-Climb, Bouley Bay.  
 N. Cornwall M.C. Rally, Launceston.

## BENTLEY HILL-CLIMB

SUPPLEMENTARY Regs. have been issued by the Bentley Drivers' Club for their Firs Hill-climb, which takes place on Sunday, 28th September. This will be a Closed Invitation event, open to members of the Aston Martin O.C., the Lancia M.C., the Lagonda Club, the chain-driven Frazer-Nash section of the V.S.C.C., the Brighton and Hove M.C. and the 20 Ghost Club, driving Rolls-Royce cars. Entries must reach Lt.-Col C. H. D. Berthon, at "Madges", Long Crendon, Aylesbury, Bucks, by 15th September.

The Climb is held on Bo-Peep Hill on the Firs Estate, a mile south of the main Farnham to Lewes road, 10 miles from Farnham. The timed section of the hill is about 60 yards long and is on an average gradient of 1 in 12.5. Competitors will each make two runs, the better to count for an award.

## \* \* \* \* \* VINTAGE WELSH RALLY

On 4th-5th October the Vintage S.C.C. are holding a Rally and Reliability Trial at Presteigne, Radnorshire, open to members and associate members in pre-1941 cars.

In the Rally section of the event, Vintage and Edwardian cars will com-

## CAN YOU TAKE A SPEED PICTURE?

## ENTRY FORM

Name

Address

I hereby declare that the photograph(s) submitted for the AUTOSPORT competition were taken by me at Prescott on 14th September, 1952, and that I did not possess a press pass, was not present in an official capacity, and received no special facilities to enable me to take photographs.

Signature

pete, focal point being the Radnor Arms, Presteigne. An Appearance Competition and Hill-Climb Test will be held the next morning, and the Reliability Trial for Vintage cars begins at around 12 noon. Full details and entry forms are obtainable from the Secretary of the Meeting and Clerk of the Course, Tim Carson, of "Mellaha", Pack Lane, Basingstoke, Hants.

## \* \* \* \* \* HORSHAM AND D.M.C. AND L.C.C.

The annual Jackson and Latilla Cups Trial will be held on 5th October. This local "Classic" will take the form of a main and secondary road trial, suitable for all types of vehicles. Time checks and special tests will be held en route.

The route will be approximately 100 miles in length, starting near Petworth and finishing at Hindhead.

## CLUB FIXTURES

Clifton C.C. Meeting	9th September	Albert Hall, Bristol
Lagonda Club (Northern Section)	Meeting	Whittemore's Garage, Head, Warrington, near Runcorn
Aston Martin O.C. (Gathering)	9th September	The Royal Oak, Macclesfield
12th September	Lamb and Flag, James Street, London, W.	
Vintage S.C.C. (Midland Section)	Meeting	11th September, Red Lion, Church Street, Birmingham
Vintage S.C.C. (Northern Section)	Meeting	13th September, The Wheatsheaf, Bedale, Yorkshire
Bedale D.C. Meeting	16th September	Apple Tree, Middleworth, Gloucester, Chipping Road, 2 p.m.
17th September	Ukie, Tewin, Herts	Hotel, Great Hants, then at Great and St. Mary's, Great Hants, from 2 p.m.
18th September	Severnside, near Newport	2 p.m.
19th September	Walswick Inn, Charterhouse, Essex	2 p.m.
20th September	Bedale	Bedale, 2 p.m.
21st September	Bedale	Bedale, 2 p.m.
22nd September	Kings Head, Old Bexley	
23rd September	White Lion, Edware, Middlesex	2 p.m.

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**1949** TC pale blue, 17,000 miles, in excellent condition, many extras, luggage grid, twin horns, spotlights, mirrors, bumpers, new tyres. Nearest 1600.—H. Victoria Road, Preston, Lancs. Tel. 79835.

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**1950** MORGAN 4/4 4-seater, one owner, carefully maintained. £125.—Basil Roy Ltd., 161 Gr. Portland Street, W.I. LANingham 7733.

## RACING-CARS

**COOPER-J.A.P.** 1,100 Mark IV. Only used in Springs and Hill-climbs with much success. £125.—C. Heath, Station Garage, Cobridge, Stoke-on-Trent 5436.

**EMERYSON** 300, ex-Paul Emery, taper frame chassis, completely rebuilt since last season, checked and modified by Emery, J.S. De Dion rear, Newtons all round, optional torsion bars rear, crash bar. Virtually new car. Special cam J.A.P. 1525. Sale because new R.A.C. medical regulation has prevented owner racing this season. Seen Williams, opposite Ritz Cinema, Richmond 0921. Also Allard special, Robert Baird chassis. Continental style body, also 72 R, converted M.T.B., home club or cruising.—Ian Pilling, Old Garden Meetings, Cambridge Park, Twickenham.

**J. H. WEBB** will consider reasonable offers for

**TURNER-BARDON** II, tubular chassis, two-leader show Gordini, 1950 master cylinders, electro-wheels, rack and pinion steering, Burman gearbox, J.A.P. engine rebuilt. Offers with without engine. Trailer available. Cheap for quick sale. Room wanted, must sell.—Truman, 71 Broadway, Waltham, 2196 day, 4911 night.

**M.G.**—Modified KJ single-seater, ex-Parnell, twin-cam head, J.S., engine recently fully rebuilt, numerous spares and equipment, including wheels and tyres, pistons, magneto, etc. Also available for this car, Wade two-stage supercharging installation, fully developed and at present in use. A reliable historic racing-car, ideal for club meetings.

The above cars will be available at the end of this season. Inspection by appointment at Turner Sports Cars (Wolverhampton) Ltd., Seisdon, Nr. Wolverhampton. Nantbourn 2355.

**M.K. V COOPER**, nice races only, two J.A.P. 4-cylinders (Don Parker tuned), ready to race, quick lift jacks, spares, long-range tanks, etc. Van tender in excellent condition, makes good workshop, plus adverse. Worth £125. Price £550 or would negotiate. Part exchange.—6 Alexandra Crescent, Bromley, Kent. Phone: RAVensbourne 1528.

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**RILEY 2½**, 18,000 miles, in showroom condition. Two shades of green, green leather upholstery. This car has been carefully maintained by its owner from delivery in 1951. Price £1,275. Can be seen by appointment.—AMB 2829 or BIS 9636.

**RILEY 9 B.N.V.** crown wheel and pinion, ex-Dixon, 5 to 1. £16.—Master, 3 Southbourne Gardens, Eastcote, Middlesex.

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**£70** SALMSON twin o.h.c., 1,100 c.c. super sports 2-seater, four-speed gearbox, excellent tyres and hood, taxed.—Aron Garage, 17-19 Brook Mews North, W.2. PAD 3952.

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(continued overleaf)



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